
JODHPUR RAILWAY
ANNUAL REPORT
1929-30.

SECTION I.

REPORT BY THE MANAGER.

COMPLIMENTARY

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JODHPUR RAILWAY.

FROM

MAJOR J W GORDON,

Manager

To

THE SECRETARY,

RAILWAY BOARD,

SIMLA

Jodhpur, the 18th July 1930

SIR,

I have the honor to submit herewith my Report for the financial year 1929-30 on the working of the Jodhpur Railway comprising the Jodhpur Railway (Jodhpur Section), the Jodhpur-Hyderabad and Mirpur Khas-Khadro Railways.

ANNUAL REPORT.

1 The following statement brings into prominence the more important features of the operation of the Jodhpur Railway during the year 1929-30 together with similar information for the year 1928-29

Particulars	Jodhpur Railway	
	1928-29	1929-30
Mileage open —		
1 Single Line	917 17	950 85
2 Double Line .. ... .. ... ..	.	.
3 Total Route Mileage ..	917 17	950 85
4 Total Track Mileage ..	1,074 29	1,110 40
Capital and Revenue Earnings and Expenditure —		
	Rs	Rs
5 Total Capital Outlay including Suspense on Open Line	4,76,22,768	4,81,20,602
6 Gross Earnings	1,01,72,084	93,68,124

Particulars	Jodhpur Railway	
	1928-29	1929-30
	Rs	Rs
7. Gross Earnings per train mile .. .	5 62	5 35
8 Working Expenses ...	68,32,711	63,04,887
9 Working Expenses per train mile .. .	3 77	3 60
10. Net Earnings	33,39,373	30,63,237
11. Percentage of Total Working Expenses to Gross Earnings .. .	67 17	67 30
12. Percentage of Net Earnings on total Capital Outlay	7 01	6 37
Equipment —	No	No
13 Locomotives	108	108
14 Passenger Carriages	237	236
15 Other Passenger Carriages	57	57
16 Goods Stock	2,628	2,631
16 (a) Motor Inspection Trolleys	5	4
Passenger Traffic —		
17 Number of passengers carried	3,737,024 Miles	3,708,457 Miles
18 Passenger miles	162,896,615	159,436,169
19 Average journey	43 59 Rs	42 99 Rs.
20 Earnings from passengers carried .. .	36,11,500 Pies	35,61,019 Pies
21 Average rate charged per passenger per mile	1 29 Rs	1 29 Rs.
22. Total Coaching Earnings	41 91,940 Tons	40,91,509 Tons
Goods Traffic —		
23 Number of tons carried	877,620 Miles	1,012,161 Miles
24 Net ton miles	136,981,760	124,323,936
25 Average haul	156 Rs	123 Rs
26 Earnings from tonnage carried excluding refunds and remissions	54,71,651 Pies	48,94,022 Pies
27 Average rate charged for carrying a ton of goods one mile	7 67 Rs	7 62 Rs
28 Total Goods Earnings .. .	54,82,807	49,10,811
28 (a) Miscellaneous Earnings	4,97,337 No	3,65,804 No
29 Number of employees	7,770	8,391
30 Number of stations	141	145

2' Capital.—At the close of the year 1929-30 the total Capital including Construction and Suspense, invested in the Jodhpur Railway was—

Railways	1928-29	1929-30	Difference
Jodhpur Railway (Jodhpur Section)	Rs 4,11,21,628	Rs 4,27,60,902	Rs + 16,39,274
Jodhpur-Hyderabad Railway (British Section) ..	82,83,575	83,71,628	+ 88,053
Mirpur Khas-Khadro Railway	8,56,487	8,56,487	..

The property brought into the owners the following return on the Capital Outlay —

Railways	Capital Outlay on Open Line		Return on Capital Outlay	
	1928-29	1929-30	1928-29	1929-30
Jodhpur Railway (Jodhpur Section) ..	Rs 3,84,82,706	Rs 3,88,92,487	6 24	6 32
Jodhpur-Hyderabad Railway (British Section)	82,83,575	83,71,628	10.23	6 45
Mirpur Khas-Khadro Railway	8,56,487	8,56,487	10 52	7 66
Total	4,76,22,768	4,81,20,602	7 01	6 37

3 Gross Earnings.—The gross earnings from all the sources of the several Railways comprising the system amounted to Rs 93,68,124/- in the year under review as compared with Rs 1,01,72,084/- in the previous year. The decrease in the earnings is, therefore, Rs 8,03,960/-

The gross earnings of each of the Railways comprising the system are given below together with similar figures for the year 1928-29.—

Railways	1928-29	1929-30	Increase	Decrease
Jodhpur Railway (Jodhpur Section)	Rs 72,94,244	Rs 69,24,793		Rs 3,69,451
Jodhpur Hyderabad Railway (British Section)	27,27,654	23,33,919		3,93,735
Mirpur Khas-Khadro Railway	1,50,186	1,09,412	...	40,774
Total	1,01,72,084	93,68,124	.	8,03,960

4 Net Earnings — The net earnings for all sources of the several Railways comprising the system amounts to Rs 30,63,237/- in the year under review as compared with Rs 33,39,373/- in the previous year. The decrease in the net earnings is, therefore, Rs 2,76,136/-

The net earnings of each of the Railways comprising the system are given below together with similar figures for the year 1928-29 —

Railways	1928-29	1929-30	Increase	Decrease
	Rs	Rs	Rs	Rs
Jodhpur Railway (Jodhpur Section)	24,01,970	21,57,187	55,517	...
Jodhpur-Hyderabad Railway (British Section)	8,17,291	5,10,103		3,07,188
Mirpur Khas-Khadro Railway	90,112	65,617		24,165
Total	33,39,373	30,63,237		2,76,136

5 Operating Ratio — The combined operating ratio of the several Railways comprising the system as a whole was 67.30 in the year under review as compared with 67.17 in the previous year.

The operating ratio of each of the Railways comprising the system is given below together with similar figures for 1928-29 —

Railways	1928-29	1929-30
Jodhpur Railway (Jodhpur Section) .	67.07	64.51
Jodhpur-Hyderabad Railway (British Section) .	68.91	76.86
Mirpur Khas-Khadro Railway . . .	40.00	10.00

6 Passenger Traffic — The earnings from passenger traffic of the several Railways comprising the system amounted to Rs 35,64,019/- in the year under review as compared with Rs 36,41,500/- in the previous year.

The decrease in passenger traffic this year is, therefore, Rs 77,181/-

The statement below shows the number of and earnings from passengers carried by classes for the various Railways comprising the system —

Railways	Class	Number				Earnings			
		1928-29	1929-30	Increase	Decrease	Rs	Rs	Increase	Decrease
Jodhpur Railway (Jodhpur Section)	1st	3,022	3,209	187		Rs 46,215	Rs 47,563	Rs 1,308	Rs 7,710
	2nd	17,321	17,059		267	1,82,741	1,24,902		
	3rd	35,860	36,776	915		62,844	61,486	36,944	1,358
J H Ry (British Section)	1st	1,826	1,970	144		14,092	15,298	1,200	
	2nd	16,881	17,252	371		60,480	58,654		1,826
	3rd	69,007	60,809		8,199	60,102	52,677		7,145
Mirpurkhas Khadro Railway	1st	1,405,434	1,359,587		45,867	9,10,845	8,19,790		61,066
	2nd	43	57	14		196	303	107	
	3rd	873	587		288	1,694	1,171		523
	Inter	6,306	4,312			1,994	4,865	3,259	1,611
		178,042	115,763		62,280	1,03,438	67,954		35,479

It will be observed that there is heavy decrease in passenger earnings under 2nd class traffic and trivial decrease in Inter class traffic over the Jodhpur Railway. The decrease in 2nd class traffic is partly due to reduction in number of passengers and partly to reduction in the average distance travelled in comparison with last year. The decrease under Inter class is trivial and calls for no remarks. As regards increase in passenger earnings over Jodhpur Railway under 1st and especially under 3rd class traffic is due to opening of Samdari-Jalor Section.

Over the Jodhpur-Hyderabad and Mirpur Khas-Khadro Railways there are decreases in all classes except 1st class, the reasons for which are (1) heavy breaches over both the Railways during the months of July and August, (2) Pir Pithoro Fair having not been held due to outbreak of cholera in Sind during the month of September and (3) general depression in the movement of passenger traffic.

7 Goods Traffic—The total earnings from goods traffic of the several Railways comprising the system amounted to Rs 48,94,022/- as compared with Rs 54,71,651/- in 1928-29.

The decrease in the goods earnings in the year under review, therefore, is Rs 5,77,629/-.

The weight carried in the year under review is 1,012,161 tons against 877,620 tons in 1928-29 i.e., an increase of 134,541 tons.

The following table shows tons carried and earnings derived therefrom for the various Railways comprising the system.—

Railways	Tons carried				Total Goods Earnings			
	1928-29	1929-30	Increase	Decrease	1928-29	1929-30	Increase	Decrease
	Tons	Tons	Tons	Tons	Rs	Rs	Rs	Rs
Jodhpur Railway (Jodhpur Section)	738,169	801,961	63,792		39,74,756	36,65,164		3,09,592
Jodhpur-Hyderabad Railway (British Section)	359,536	380,563	21,027		14,73,805	11,97,049		2,76,756
Mirpurkhas Khadro Railway	13,945	13,292		653	34,246	31,809		2,437

It will be observed from the foregoing table that over Jodhpur Railway (Jodhpur Section) and Jodhpur Hyderabad Railway (British Section) there are increases under tonnage hauled while decreases under earnings accrued therefrom. It is, therefore, obvious that during the year, under review, goods traffic was carried to shorter distances over both the Railways mentioned above, notwithstanding general depression in trade and carriage of considerable amount of low rate traffic. During the year under review, the number of average miles a ton of goods was carried on the whole system is 123 against 156 in 1928-29, i.e., 33 miles less.

The table below gives the tonnage hauled and the earnings thereof by commodities during the year under review together with similar figures for the year 1928-29:—

Commodity	1928-29	1929-30	1929-30	1929-30	Difference			
	Tons	Tons	Rs	Rs	Tons		Rs	
	Increase	Decrease	Increase	Decrease	Increase	Decrease	Increase	Decrease
Fuel —								
1 Coal & Coke and patent fuel —								
(a) For the public	12,258	8,985	39,830	16,638		2,273		14,213
(b) For Foreign Railways and Home Line Construction								
(c) Total	12,273	8,985	39,836	16,637		2,273		14,213
2 Oil fuel	1,113	1,703	17,610	17,610	1 ^{1/2}		477	
3 Firewood & other fuel	6,417	5,763	12,864	14,741	237		1,651	
Heavy Merchandise —								
4 Rice in the husk	510	173	2,346	2,221		22		164
5 Rice not in the husk	18,566	23,226	1,60,850	21,10,471	4,621	58,581		1,57,200
6 Gram and Pulse	23,451	16,070	2,71,911	1,16,721		706		
7 Wheat	26,150	3,134	1,78,015	2,02,545	7,848	2121		
8 Jowar and Bajra	16,268	27,016	9,000	17,177	10,750	86,747		
9 Other grains	3,607	30,720	5,55,145	2,07,371	22,677	3,47,703		
10 Marble and stone	93,633	113,292	3,18,574	3,56,714	10,720	62,146		
11 Salt	32,016	64,230	1,74,210	2,42,454	11,193	1,04,212		
12 Sugar refined and unrefined	19,163	12,472	1,14,412	1,10,512	651	—	2,600	
13 Wood un wrought	1,005	6,149	23,451	30,47	1,141	7,424		
14 Metallic ores	8	2	—	84		—	11	
15 Oil seeds	25,523	121,761	1,80,451	1,45,00	—	3,776		40,456
16 Cotton raw pressed	27,462	16,844	6,61,455	3,61,365	—	16,575		2,57,191
17 Petrol (in bulk)	354	1,263	16,290	17,295	875	87,046		
18 Kerosine oil in bulk	588	621	18,140	11,003	—	—	3,056	
19 Molasses (in bulk)	—	—	—	—	—	—	—	—
20 Total Heavy Merchandise	357,776	357,241	27,20,160	22,71,662	10,470	—	—	4,53,105
Light Merchandise —								
21 Cotton raw unpressed	11,911	6,570	1,13,291	62,632	—	7,337		50,779
22 Cotton manufactured	11,061	8,809	2,12,919	1,54,039		2,152		24,210
23 Jodhpur	6,705	10,700	83,241	50,114	3,000	—	17,463	
24 Fruits & vegetables fresh	5,602	6,543	43,017	44,500	1,243	—	1,573	
25 Ghee, jaggery, molasses (not in bulk) etc	13,107	10,706	1,00,412	84,105	—	2,931		16,247
26 Jute raw	21	61	155	219	57	—	91	
27 Iron & Steel wrought	17,953	18,151	2,02,873	3,19,036	200	25,67		
28 Kerosine oil in tins	8,126	10,000	1,61,065	1,65,091	1,570	22,025		
29 Petrol in tins	1,711	1,531	67,210	52,505	—	18		14,827
30 Tobacco	3,916	3,767	61,248	64,671	—	170		152
31 Trichinolons	10,577	14,602	1,25,270	1,52,704	3,055	—	68,426	
32 Manures (all kinds)	70	152	694	557	82	—	137	
33 Total Light Merchandise	91,956	94,031	12,16,874	12,06,665	—	80		9,291
34 Other commodities	97,491	103,287	10,28,400	9,82,810	5,746	—	—	46,150
35 Total General Merchandise	549,010	574,513	50,81,742	44,61,978	5,503	—	—	5,50,504
36 Military traffic	431	397	6,718	7,700	—	84	—	1,081
37 Live Stock	1,635	3,386	12,330	30,000	1,770	—	19,522	
38 Railway materials	132,662	160,403	1,88,107	1,98,103	17,541	—	—	50,903
39 Materials and stores on revenue account								
(a) Fuel	65,082	62,827	1,33,625	1,09,455	—	3,15	—	25,143
(b) General stores and materials	187,700	233,562	96,076	94,552	85,86	—	—	1,524
(c) Total	193,682	286,380	2,29,701	2,03,037	92,707	—	—	26,667
40 Total all commodities	877,620	1,012,161	54,71,651	49,01,022	184,511	—	—	1,77,620

Brief explanations that led to the rise and fall of the principal commodities are given below.—

INCREASES —

Rice not in the husk — Increase of Rs 58,581/- is due to greater traffic from via Hyderabad (Sind) to stations on Jodhpur Railway and on the B. B & C I Railway via Marwar Railway Junction

Wheat.—The increase of Rs. 24,213/- is entirely due to exceptionally improved traffic from via Chilo and via Sujangarh to stations on Jodhpur Railway (Jodhpur Section) Last year the freight earned on the traffic from via Chilo and Sujangarh to stations on Jodhpur Railway amounted to Rs. 5,994/- whereas this year it amounts to Rs 1,05,949/- which has resulted in an increase of Rs. 99,955/- which has compensated the big fall in cross traffic this year

Jawar and Bajra —The increase of Rs 86,747/- is almost entirely due to heavier bookings from via Kuchaman Road, via Marwar Railway Junction and via Hyderabad (Sind) to stations on Jodhpur Railway (Jodhpur Section)

Marble and Stone —The increase of Rs 68,140/- is chiefly due to greater traffic from Fedusar Quarries to stations on the Jodhpur Railway (Jodhpur Section) and to N W Railway stations via Hyderabad (Sind)

Salt —The increase of Rs 1,04,252/- is due chiefly to larger bookings of salt from Pachpadra to stations beyond via Kuchaman Road and Marwar Railway Junction on account of retention of special rates The rise via Kuchaman Road is striking in as much as it alone contributes an increase of Rs. 93,000/-

Wood Unwrought.—The increase of Rs. 7,424/- is due to increases under traffic from via Marwar Railway Junction and Hyderabad (Sind) to stations on Jodhpur Railway (Jodhpur Section) and via Kuchaman Road to stations on Jodhpur-Hyderabad Railway

Petrol —Consequent on the development of use of motor cars and also the increased facilities provided for its carriage on this Railway this traffic is increasing There is an increase of Rs 37,006/- under petrol in bulk and a decrease of Rs 14,327/- under petrol in tins but on the whole there is net increase of Rs 22,679/-

Fodder.—The increase of Rs 16,862/- is mainly due to local bookings on Jodhpur Railway (Jodhpur Section)

Iron & Steel Wrought —The increase of Rs 26,675/- is due to (a) extra-ordinary rise in traffic from via Kuchaman Road to stations on Jodhpur Hyderabad Railway, and (b) greater traffic from via Hyderabad (Sind) and Marwar Railway Junction to stations on the Jodhpur Railway (Jodhpur Section)

Kerosine Oil —There is an increase of Rs 22,026/- under kerosine oil in tins and a decrease of Rs 3,056/- under kerosine oil in bulk leaving net increase of Rs 18,970/- which is due to greater traffic from via Hyderabad (Sind) to stations on the Jodhpur Railway, B B & C I. Railway and on the Bikaner State Railway

Provisions —The increase of Rs 63,426/- is due to (a) rise in cross traffic from almost all vias, (b) increase in traffic from via Marwar Railway Junction and Kuchaman Road to stations on Jodhpur and Jodhpur Hyderabad Railways, and (c) from via Hyderabad (Sind) to stations on Jodhpur Railway (Jodhpur Section)

Live Stock.—The increase of Rs 18,529/- is due partly to more local traffic and partly to enhanced foreign outward traffic

DECREASES —

Coal & Coke and patent fuel, for the public.—The decrease of Rs 14,353/- is mainly due to less traffic from via Kuchaman Road to stations on Jodhpur-Hyderabad Railway and Mirpur Khas-Khadro Railway. Due to cotton produce being below normal on account of heavy rains there was lesser demand of coal in factories

Gram & Pulse.—The heavy fall of Rs 1,57,200/- is due to (a) unusual decay of traffic from via Maiwar Railway Junction and Kuchaman Road to via Hyderabad (Sind), (b) less traffic from Jodhpur Railway stations to stations beyond Hyderabad (Sind), Kuchaman Road and Chilo and (c) decrease in traffic from Jodhpur Railway to Jodhpur-Hyderabad Railway

Other Grains —The extra-ordinary loss of Rs 3,17,799/- is entirely due to excessive fall in cross traffic from via Kuchaman Road, Maiwar Railway Junction and Chilo to via Hyderabad (Sind)

Oil Seeds —The decrease under this head amounts to Rs 10,186/- It is due to (a) less traffic from Jodhpur Railway and Jodhpur-Hyderabad Railway to via Chilo and Jodhpur Railway to via Kuchaman Road, and (b) less traffic from via Marwar Railway Junction to via Sujangarh and from via Kuchaman Road to via Hyderabad (Sind). From Jodhpur-Hyderabad Railway cotton seeds are exported for via Chilo but due to cotton produce being below normal traffic in cotton seeds went down

Cotton Raw Pressed.—The loss under this head is also very heavy and amounts to Rs 2,87,193/- It is due to (a) abnormal decrease in traffic from via Marwar Railway Junction and Kuchaman Road to via Hyderabad (Sind), and (b) decrease in traffic from Jodhpur Railway and Jodhpur-Hyderabad Railway stations to stations beyond via Hyderabad (Sind)

Cotton Raw Unpressed.—The decrease of Rs 50,759/- is due to reduced local traffic of Jodhpur and Jodhpur-Hyderabad Railways and less traffic from Jodhpur Railway (J. Section) stations to stations beyond via Marwar Railway Junction

Cotton Manufactured —The fall of Rs 58,210/- is mainly due to cross traffic from via Maiwar Railway Junction and Kuchaman Road to via Hyderabad (Sind).

Gur, Jagree, Molasses (not in bulk) etc —The decrease of Rs 16,217/- is entirely due to fall in traffic from via Kuchaman Road to stations on the Jodhpur Railway system.

Railway Materials —The increase of 17,541 tons in weight against decrease of Rs 50,002/- in freight is due to materials being hauled for shorter distances for home line construction. The decrease in earnings is also due to less construction works having been executed in the year under review

Fuel, on Revenue Account.—The decrease of Rs 25,143/- is due to less receipt of coal on account of less engine mileage run

8 Train Miles.—Statement below shows train miles for the year ending 31st March 1930, compared with the corresponding period of the previous year.—

Description of Trains	Whole System			
	1928-29	1929-30	Difference	
			Increase	Decrease
Passenger	Miles 459,454	Miles 469,491	Miles 10,037	Miles.
Mixed	848,857	880,989	32,132	.
Goods	408,082	316,531	...	86,551
Departmental	98,579	82,627		15,952
Total	1,809,972	1,749,638	42,169	102,503

The increase in passenger train miles is due to conversion of 1 Up Mixed between Merta Road and Jodhpur to Passenger train with effect from 1st September 1928

The increase in mixed train miles is due to running of more mixed trains on account of opening of Jalor-Samdarai Branch and introduction of 19 Up and 20 Down Mixed trains on Hyderabad-Mirpur Khas Section

The decrease in goods trains miles is commensurate with the corresponding decrease in goods earnings

The decrease in departmental train miles is due to less running of ballast trains than in the previous year in which more works were carried out

9 Analysis of Working Expenses.—The working expenses of all the Railways comprising the system were Rs 63,04,887/- in the year under review against Rs 68,32,711/- in 1928-29

The working expenses by departments during the year under review as compared with those during the previous year were as follows —

Department	Works	Metre Gauge			
		1928-29	1929-30	Difference	
				Increase	Decrease
Engineering	Maintenance of Way & Works	Rs 16,28,354	Rs 20,20,927	Rs 3,92,573	
Locomotive	Maintenance & Renewal of engines, cost of fuel & other expenses attributable to motive power	22,38,381	17,93,398		4,39,983
Carriage and Wagon	Maintenance & Renewal of Carriage & Wagon Stock	11,68,177	7,14,636		4,53,541
Traffic	Commercial and Transportation	9,02,147	8,92,877		9,270
Agency and others	Management Audit Medical Stores and Police	5,89,966	5,89,185		781
Miscellaneous	Law Charges, Compensation, Contribution to Provident Fund etc	3,10,686	2,93,864		16,822
	Total	68 32 711	63 04 887		5 27 824

(1) **Engineering.**—The increase under this head amounts to Rs. 3,92,573/- as detailed below.—

	Rs
(a) General Administration	... ... ... ... 6,585
(b) Ordinary Repairs and Maintenance	... ... ... 89,953
(c) Replacement and Renewals	... ... ... 2,96,035
Total	.. 3,92,573

(a) **General Administration.**—The increase of Rs. 6,585/- is due to—

(i) Less amounts charged to construction during the year 1929-30 than in the previous year

(ii) Usual annual increments to staff.

(iii) Appointment of a Permanent Way Inspector for Mokalsar District consequent to the opening of the Sindari-Jalor Line

(b) **Ordinary Repairs and Maintenance.**—The increase of Rs 89,953/- is due to—

(i) Heavier expenditure incurred in connection with breaches, repairs to bridges, culverts, ballast and road fencing etc consequent to the heavy rains and floods over the Sind Section. The amount spent during 1928-29 for repairs to culverts etc. was below normal requirements.

(ii) Extra ballasting having been done between Mirpur Khas-Hyderabad (Sind) as sanctioned by the Railway Board and also on account of freight on ballast and earthwork necessitated by floods and breaches

These excesses were, however, partly counter-balanced by (1) ballasting over Jodhpur Railway having been restricted in 1929-30, and (2) adjustment on account of the write back of the capital expenditure on an experimental Bore Hole at Khokhropar from Capital to Revenue having been carried out in 1928-29 whereas no such adjustment was made in 1929-30.

(c) **Replacement and Renewals** —The increase of Rs. 2,96,035/- is due to—

(i) Heavier programme of relaying having been carried out during the year 1929-30 over Jodhpur Railway and to full credit for the material released not having been afforded during the year 1929-30

This excess would have been greater but for the (1) programme of relaying over Jodhpur-Hyderabad Railway not having been carried out during the year, and (2) smaller sleeper programme having been carried out in 1929-30 than in the previous year

(2) **Locomotive**—The decrease under Locomotives amounts to Rs 4,39,983/- It is distributed as under:—

	Rs
(a) General Administration ...	... ... 6,214
(b) Ordinary Repairs and Maintenance	... ... —20,123
(c) Operating Expenses .. .	... . —81,989
(d) Replacement and Renewals .	—3,44,085
Total .	—4,39,983

The principal causes for the decreased expenditure are —

(a) **General Administration**—The increase is due to—

(i) The pay of Mr J H Stirling having been charged for the full year in 1929-30 against $1\frac{1}{2}$ months only in the previous year, his leave allowances being debited to a separate sub-head under Abstract F

(ii) Usual annual increments to staff

(b) **Ordinary Repairs and Maintenance**.—The decrease of Rs 20,123/- is mainly due to—

(i) Fewer repairs to machinery and tools having been carried out during the year 1929-30 than in the corresponding period of 1928-29

(ii) Improved working conditions in shops and less materials having been drawn during the year 1929-30 for repairs to Locomotives than in the previous year

(c) **Operating Expenses**—The decrease of Rs 81,989/- is due to—

(i) Less coal consumed in 1929-30 than in the year 1928-29 on account of less engine miles run during the year 1929-30

(ii) Revision in rate of freight on coal in 1929-30 and also less receipt of coal on account of the restrictions in booking coal to this Railway during December 1929 to February 1930

(iii) Less interest charges on Locomotives from the Jodhpur-Hyderabad Railway (British Section) during the year 1929-30 than in the corresponding period of 1928-29 consequent to the fall in the ratio of gross earnings during 1929-30.

(d) **Replacement and Renewals**—The decrease of Rs 3,44,085 is mainly due to adjustment on account of—

(i) Depreciation of Bikaner State Railway Rolling Stock payable by the Jodhpur Railway having been carried out during 1928-29

(ii) Cost of replacing 2 old boilers by 2 new boilers

(iii) Adjustment of the Revenue portion of the cost of replacing and writing off workshop machinery during 1928-29 whereas no such adjustments were made during 1929-30

(3) **Carriage and Wagon.**— The decrease of Rs 4,53,541/- under this head is due to the following:—

	Rs
(a) General Administration	6,622
(b) Ordinary Repairs and Maintenance	25,128
(c) Operating Expenses	—47,460
(d) Replacement and Renewals	—4,37,831
Total	—4,53,541

(a) The increase under General Administration is due to the reasons given under Locomotive-General Administration

(b) The increase under Ordinary Repairs and Maintenance is due to heavier repairs to coaching and goods stock having been carried out during the year 1929-30 than in the corresponding period of 1928-29.

The increase would have been greater but for less expenditure on equipment having been incurred during the year 1929-30 than in the previous year

(c) The decrease under Operating Expenses is due to—

(i) Receipts of hire charges on goods wagons loaned to Foreign Railways Such receipts were formerly credited to Traffic earnings at the close of the year if in excess of charges but are now shown as reduction in working expenses as per Railway Board's orders

(ii) Less interest on vehicles from the Jodhpur-Hyderabad Railway (British Section) during the year 1929-30 than in the corresponding period of 1928-29 consequent to the fall in the ratio of gross earnings

(d) The decrease under Replacement and Renewals is mainly due to the reasons as given under Locomotives—Items (i) and (iii) under Replacement and Renewals

(4) **Traffic.**—The decrease of Rs 9,270/- is due to the following:—

	Rs
(a) General Administration	—4,642
(b) Ordinary Repairs and Maintenance	10,106
(c) Operating Expenses	—9,896
(d) Replacement and Renewals	—4,838
Total	—9,270

(a) The decrease under General Administration is due to the pay of the Deputy Manager Traffic not having been charged for the full period to this head during the year 1929-30 as that officer officiated as Manager of this Railway who remained on leave for 8 months

(b) The increase under Ordinary Repairs and Maintenance is due to heavier purchases of tarpaulins during the year 1929-30 against nil in the previous year

(c) The decrease under Operating Expenses is due to the following —

Rs

The heavier credit afforded to the head "Conference hire and penalty charges on interchanged stock" on account of larger payments received from Foreign Railways during the year 1929-30 which have this year been adjusted in reduction of working expenses as per Railway Board's recent orders. In previous years such credits were adjusted as receipts under Traffic Accounts — 48,000

The decrease of Rs 48,000/- was, however, partly counterbalanced by the excess expenditure under the following —

(i) To the introduction of the Crew System over Chhormirpur Khas and Jodhpur-Maiwar Railway Junction Sections during the year 1929-30 against Mirpur Khas-Hyderabad and Kuchman Road-Merta Road only during 1928-29 15,000

(ii) (a) Usual annual increment to staff, (b) relieving signallers pay having been debited to this head during the whole of the year 1929-30 against one month only in the previous year 1928-29 (c) appointment of extra staff at certain stations and staff for Samdari-Jalor and Jalor Bijnmal Sections, and (d) Makiana Parbatsai Line staff having been charged for the full year against 8 months only in the previous year 1928-29 23,000

(d) The decrease under Replacement and Renewals is due to the adjustment on account of depreciation on two ticket printing machines having been carried out during the year 1928-29 whereas no such adjustment was made during 1929-30

(5) Agency and Others — The decrease of Rs 781/- is as explained below —

(a) Leave allowances in England —3,758

(b) Accounts and Audit Department —2,451

(c) Agency 3,883

(d) Stores Department 4,289

(e) Telegraph —4,835

(f) Government Telegraph Department for rent etc, 3,896

(a) The decrease under "Leave Allowances in England" is due to less amount of leave allowances having been paid to officers in England during the year 1929-30 than in the year 1928-29

(b) The decrease under "Accounts and Audit Department" is due to—

- (i) The payment of difference between the sterling overseas pay and additions to pay of Mr O'Callaghan, late Auditor, Jodhpur Railway having been made during 1928-29 whereas no such payment was made during 1929-30
- (ii) The vacancy of Senior Travelling Inspector of Accounts having been filled in temporarily for a period of 6 months by a junior man on the minimum pay of the post
- (iii) The transfer of the services of Superintendent Goods for 6 months *i.e.*, August 1929 to February 1930 and to the appointment of staff on lower pay to fill in his vacancy for this period *say do*
- (iv) Less expenditure under contingent charges

These savings, however, were partly counterbalanced by the grant of usual annual increments to staff

(e) The increase under "Agency" is due to—

- (i) Usual annual increments to staff
- (ii) Appointment of Mr Ghulsoo Lall as Honorary Assistant Secretary and also due to the pay of the Secretary and Controller of Stores having been charged for the full year in 1929-30 against 8 months in 1928-29 as he remained on leave for 4 months during 1928-29 his leave allowance being debited to a separate sub head

The increase would have been still greater but for the retirement of Superintendent Statistics

(d) The increase under "Stores Department" is due to the pay of the Controller of Stores having been charged for the full year 1929-30 against 8 months in the year 1928-29 as the officer was on leave during that year

(e) The decrease under "Telegraph" is mainly due to the pay of relieving signallers having been debited to the head E III-I (b) under operating expences of the Traffic Department during the year 1929-30 against only one month in the year 1928-29

(f) The increase under "Government Telegraph Department for rent etc" is due to the opening of Simdari-Jalor Line

(6) **Miscellaneous.**—The decrease of Rs 16,822/- is arrived at as follows—

		Rs
(a) Bonus	..	8,000
(b) Gratuities	..	2,000
(c) Health & Welfare Service	..	3,000
(d) Indian charges on stores excluding fuel	..	—38,000
(e) Passage money	..	—2,000

(a) The increase under "Bonus" is due to usual annual increments to staff and to additions in the number of staff consequent to the opening of the Simdari-Jalor Line

- (b) The increase under "Gratuities" is due to larger payment of gratuities during 1929-30 than in the previous year
- (c) The increase under "Health and Welfare Service" is due to the improved sanitary arrangements at Mupur Khis during the year 1929-30 on account of providing more latrine pans and disinfectants
- (d) The decrease under 'Indian charges on stores excluding fuel" is due to the purchases from India having been restricted as considerable quantities of material were returned by the Deputy Manager Engineering, also due to less receipt from England
- (e) The decrease under 'Passage money" is due to fewer number of passages having been paid to the officers during 1929-30 than in the year 1928-29

10 Working Expenses —

These figures are further analysed as under —

Heads	1928-29	1929-30	Difference	
			Increase	Decrease
General Administration	Rs 12,11,021	Rs 12,47,425	Rs 36,404	
Ordinary Repairs and Maintenance	18,11,477	19,16,783	1,05,306	
Operating Expenses other than Fuel	15,10,281	14,41,338		68,943
Fuel	8,03,864	6,93,992		1,09,872
Renewals and Replacements	14,96,068	10,05,349		4,90,719
Total Working Expenses	68,32,711	63,04,887		5,27,824
Deduct-Non Budget Worked Lines	1,48,823	48,765		1,04,557
Suspense	98,847	—1,76,550		2,74,897
Net Working Expenses	67,82,736	60,84,572		6,98,164

The increase of Rs 36,404/- under General Administration is due to the following —

- (i) Usual annual increments to staff
- (ii) More interest on buildings having been paid by the J H Railway during the year 1929-30 than in the year 1928-29
- (iii) Improved sanitary arrangements at Mupur Khis
- (iv) The payment of grant-in-aid to the European Day School having been made during the year 1929-30 against nil in the previous year as the school was temporarily closed

The increase of Rs 1,05,306/- under Ordinary Repairs and Maintenance is due to —

- (i) Heavier expenditure incurred in connection with breaches and repairs to bridges, culverts, ballast and road fencing etc consequent to heavy rains and floods over the Sind Section
- (ii) Heavier repairs to coaching and goods stock having been carried out during 1929-30 than in the year 1928-29

(m) Heavier purchase of tarpaulins during the year 1929-30

The decrease of Rs 1,78,815/- under Operating Expenses is due to—

- (1) Less consumption of coal and less freight charges consequent to the revision in the rate of freight and also to restriction in booking coal to this Railway during December 1929 to February 1930
- (ii) Smaller payment of interest on Rolling Stock during the year 1929-30 consequent to fall in ratio of gross earnings
- (iii) Hire charges on goods wagons received from Foreign Railways were formerly credited to the Trade Account which have now been shown as reduction in the working expenses as per Railway Board's orders. This also applies to "Conference hire and penalty charges on interchanged stock"

The decrease of Rs 1,90,719/- under Replacements and Renewals is due to adjustment on account of depreciation on Rolling Stock of the Bikaner State Railway payable by the Jodhpur Railway having been carried out during 1928-29 whereas no such adjustment was made during 1929-30

These savings were, however, counterbalanced by the following—

- (1) Heavier programme of relaying over Jodhpur Railway having been carried out during the year 1929-30

11 Capital Expenditure (Final Heads) during the year 1929-30 —
The table below gives the Capital Expenditure (excluding Construction and Suspense) against final capital heads for the year 1929-30 is also similar information for the previous year —

Heads	EXPENDITURE ON							
	Jodhpur Railway				Jodhpur Hyderabad Railway			
	1928-29	1929-30	Difference		1928-29	1929-30	Difference	
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
1 Structural Engineering Works	11,94,869	8,63,749		3,30,610	1,55,571	94,212		61,659
2 Equipment	—54,894	19,014	1,03,908		3,281	—74		4,055
3 Rolling Stock	—3,61,807	1,04,350	4,66,157					
4 General Charges								
5 Collieries								
6 Miscellaneous								
Purchase of Mirpur Khas Jhudo Lino					11,48,649			11,48,619
Total	7,77,667	10,17,119	2,39,446		13,08,501	94,188		12,14,363

12. Stores Balances —

Years	Stores Balances
1928-29	.. 14,82,774
1929-30	.. 11,97,763
Difference	.. —2,35,011

The decrease of Rs 2,35,011/- during the year under review is mainly due to the following reasons —

	Rs
(a) Heavier issues of rails, crossings, switches, spikes dog, and sleepers Deodar etc for relaying and construction work .. .	—44,000
(b) Reduction in balance of buffers, flexible screw coupling tyres, steel C & D axle, steel boxes, springs, hooks for buffers etc on account of larger demand from the Assistant Works Manager .. .	—39,000
(c) Heavier consumption of copper scrap tin block and leadpig	—47,000
(d) Much of the timber proposed to be purchased during 1929-30 was actually received on books after the year was closed .. .	—35,000
(e) Restrictions in booking of coal from the collieries during December 1929 to February 1930 which resulted in a fall in balances .. . . . .	... —35,000
(f) Sale of machinery from the surplus stock .. .	—27,000
(g) Composed of minor decreases under certain classes .. .	—8,000
	<hr/>
	—2,35,000
	<hr/>

13 Compensation Claims —The following table gives the net amount paid on claims compensation as compared with the previous year:—

PARTICULARS,	AMOUNT PAID		DIFFERENCE	
	1928-29	1929-30	Increase	Decrease
Jodhpur Railway (Jodhpur Section)	Rs 1,778	Rs 2,327	Rs 549	Rs
Jodhpur-Hyderabad Railway	737	858	121	
Total .	2,515	3,185	670	

The differences are trifles and call for no remarks

The table below gives the number of claims dealt with during the year under review:—

Particulars	1928-29	1929-30		
			No	No
Number of claims on hand from previous year .	111	78		
Number of claims received and re-opened .. .	686	945		
Total .	797	1,023		
Number of claims settled by payment .	332	467		
Number of claims declined or withdrawn .. .	387	417		
Number of claims on hand at the close of the year .	78	139		

Increase in the number of claims received is presumably due to greater volume of traffic having been hauled in the year under review on account of rise in the tonnage handled against fall in the earnings accruing therefrom.

14 Staff.—The total number of the employees at the end of the financial year 1929-30 was 8,391 as compared with 7,770 in the previous year.

Particulars.	STAFF AND COST					
	1928-29		1929-30		Difference	
	No	Cost	No	Cost	No	Cost
Europeans . .	30	Rs.	30	Rs	.	Rs
Anglo-Indians	22		23		+1	
Indians . ..	7,718		8,338		+620	
Total ..	7,770	27,03,502	8,391	27,51,791	+621	+48,289

The increase of Rs. 48,289/- is chiefly due to the following reasons:—

	Approximate Amount
(1) More labour employed for repairs to Rolling Stock during the year	Rs 40,000
(2) (i) More temporary gangs having been engaged during the year consequent to the heavy rains and floods over Sind Section	
(ii) To the appointment of Engineering and Traffic staff consequent to the opening of Sardarpur-Jalor Section and the pay of Makrana-Purbatpur staff having been charged for full year against 8 months in the previous year	63,000
(3) To the introduction of the Crew System over Chhor-Mirpur Khas and Jodhpur Marwar Ry Junction Sections during the year 1929-30 against Mirpur Khas-Hyderabad and Kuchaman Road-Meita Road only during 1928-29	15,000
(4) (i) To larger payment of gratuities during 1929-30, and (ii) More bonus paid to staff consequent to additions in the number of staff and usual annual increment	10,000
(5) Composed of minor increases and to usual annual increments to officers and subordinate staff	23,000
(6) Fewer construction works carried out during the year	—83,000

(7) To the payment of difference between sterling overseas pay and additions to pay of Mr O'Callaghan, late Auditor during 1928-29 whereas no such payment was made during 1929-30 . . .	—4,000
(8) Fewer programme works <i>e.g.</i> , relaying and sleepers etc having been carried out during the year 1929-30 resulting in less labour charges .. .	—16,000
Total .. .	48,000

15. IMPROVED FACILITIES ON THE OPEN LINE.

Sidings — Minor extensions had been carried out to the sidings at Sursagar Quarries and a siding from Makrana Parbatsar Branch to Oliver's Quarries to facilitate the extraction of marble was completed

Staff Quarters — A number of staff quarters for subordinates have been provided

Workshops and Stores — A Wheel Drop Pit has been provided at Bairmer and numerous minor works have been carried out in the shops and stores at Jodhpur

Water Supply. — A Water Softener has been installed at Barmer

16 Miscellaneous — 63 miles of main line between Luni Junction and Sind Frontier have been relaid with 60 lb rails thus completing the Luni-Chhitor Section with 60 lb rails

A considerable programme of ballasting has been carried out on the section between Munabao and Hyderabad (Sind) and 48 miles of line have been completely reballasted

Further progress with the reduction of grades was made on the Jodhpur-Hyderabad Railway and certain regrading carried out on the Phalodi Branch to reduce trouble due to drift sand on the line

17 Other Miscellaneous works include —

- (1) Dial Dormant Machine at Balotra
- (2) Strengthening of minor bridges
- (3) Provision of additional culverts on Jodhpur-Hyderabad Railway for passage of flood water As a result of exceptional rain-fall during monsoon of 1929 it was found necessary to rebuild or construct a total of 22 bridges on the Jodhpur Railway including 1 major bridge of 2 spans of 40 ft

18 Accidents and Floods — In the eastern portion of the Railway exceptional rains occurred between 22nd and 25th July resulting in considerable breaches in the main line between Kuchaman Road and Gachhipura and through traffic was suspended from 22nd of July until the afternoon of 28th July The same rain caused serious damage to the Makrana-Parbatsar Branch which was closed from 23rd of July to 13th of

August In the neighbour of Barmer heavy rains on 26th and 27th of July occasioned serious breaches between Kavas and Bachbhar and the main line was closed from the 27th to 30th July. Due to minor breaches the Samsari-Jalor Branch was closed from the 27th July to 1st August.

In Sind most exceptional heavy rains and consequent floods occurred in July and August rendering a large part of the country water-logged and the passage of trains over unballasted track extremely difficult.

No breaches necessitating cancellation of trains occurred in the main line although very extensive measures of bank protection and provision of ballast had to be undertaken. Over lightly ballasted portions of the track the train service was only maintained with great difficulty and under very severe restrictions of speed.

On the Jhudo Branch the line was flooded in several places for considerable periods resulting in severe restrictions to train service beyond Digrī up to which the service was only interrupted for about a week.

On the Khadio Branch floods severely damaged the line on four separate occasions on the first 40 miles resulting in total suspension of traffic from the 14th July to 2nd of September. Lack of ballast on the line materially delayed the re-opening of the line.

19 Lines under Construction — During the year under review the following works were carried out.—

- (1) The survey of the Bhinmal-Sanchor Line was taken in hand and final alignment fixed up to Raniwara
- (2) The section upto Jalor of the Samdaii-Bhinmal Branch was opened to all traffic on 1st May 1929 and the platelaying carried out upto Bhinmal

20 Plant and Machinery — The experimental design of "Wash-out and Water Reclaiming Plant" installed at Jodhpur and Barmer Sheds have proved most satisfactory, and resulted in an appreciable saving in water, a reduction in the time taken in filling up boilers and tenders besides helping in cleaning engines and tenders.

A new Selson Lathe was installed at Barmer.

An electric light charging set is on order for use at Phulera in boosting up train lighting accumulators.

An investigation is being made of the possibility and advantages to be gained by replacing certain steam and manual pumps on this Railway with Internal Combustion Pumping Installations.

Boiling operations are carried out in well No 2 at Merta Road.

21 Workshop Improvements — Several additional machine gantries have been erected in workshop which materially reduce the time taken in getting work in and out of the machine.

The inauguration of a Loco Stores for use of shops, sheds and Carriage Examiners is under consideration of a Committee Complete lists of stock having been drawn up

A further reduction in both the Carpenter and Trimmer Shops was effected this year

Methods of improving the painting of our carriage stock is under consideration

22 Additions, Improvements, Innovations and Experiments in Rolling Stock —One bogie petrol tank No. 2805 purchased from England has been put into commission

Bogie water tanks Nos 2886, 2887 and 2888 have been put into service

Sunbeam headlights have now been fitted to all engines working on the main line

One superheated F class boiler is on order for trial against the saturated boiler on the Phalodi Section

Six more engines have been fitted with vacuum brakes

Two engines have been fitted with Rocking Grates

A programme has been drawn up to replace old type buffers on this Railway stock with a stronger and more modern design of buffer

Mr H Vardon's Patent Journal Lubrication Pads are on trial on tenders, carriage and wagon axle boxes

The work of re building coaching bodies on old underframes will be taken in hand from the Raj year 1930-31

Latrines of lower class stock are now being enlarged and provided with electric light and ventilations

Arrangements are being made (i) to prevent water from the privies finding its way into the compartment and (ii) to fit latrines with hooks

Proposals to provide water tanks for latrines in lower class stock on mail trains and through services is under consideration

An experimental design of bogie function roller blocks is under construction The object of this experiment is to reduce side roll on bogie carriages and generally improve their running

The following statement shows the new rolling stock placed on the line during the year ending 31st March 1930 —

Description of stock	No of stock added.
Goods Stock	
Petrol tanks, bogie	2
Water tanks, bogie	3
Total ..	5

Statement below shows the number and tractive efforts of Locomotives up to 31st March 1930 —

Type of Locomotives	Total No of Engines	Average tractive efforts	Total tractive efforts
E Class	1	6,557	6,557
E "	1	6,557	6,557
EE "	7	8,450	59,150
F "	12	9,685	116,220
FO "	12	7,766	93,192
Q "	6	8,351	50,106
M "	11	13,922	153,142
P "	21	12,518	262,878
SP "	10	14,291	142,910
MS "	10	15,957	159,570
HG (a) Class	5	19,584	97,920
HG (b) "	6	20,825	124,950
HG (c) "	3	20,825	62,475
T Class	3	15,541	46,623
Total	108	.	1,382,250

23 Train Running — I Up commenced working vacuum between Marwar Railway Junction and Merta Road and 2 Down between Jodhpur and Marwar Railway Junction from 18-6-1929

An additional mixed train each way was put on between Mirpur Khas and Hyderabad (Sind) from 1-9-1929

From 31-12-1929 a special load motor service was started to carry the mails received at Jodhpur by the East Bound Weekly Air Mail to Falna, a distance of 85 miles. From Falna the mails are carried by the B B and C I Railway I Up Mail

Ajmer-Merta Road B T commenced running between Ajmer and Bilara instead of between Ajmer and Merta Road from 1-6-1929

24 New Stations opened for paid Telegraph Traffic.—Jalor on Samdari-Marwar Bhinmal Line was opened for paid telegraph traffic from 15-4-1929

Badwasi was opened for paid telegraph traffic from 25-1929

Ladnun on Jaswantgadh-Ladnun Section was opened for paid telegraph traffic from 11-6-1929

25 Stations and Sections opened for Traffic — Samdari Jalor Section was opened for passenger traffic from 1-5-1929

Badwasi was opened for crossing trains from 2-5-1929.

Ladnun Branch was opened for line clear working from 12-6-1929

Marwar Bogra and Sarat flag stations on Samdari-Marwar Bhinmal Branch line opened for all description of local and through goods traffic from 15-2-1930

Modran station on Samdari-Marwar Bhinmal Branch line was opened for all description of local and through goods traffic from 1-3-1930

26 Special Trains —(a) Special trains were run for the first time in connection with fairs at the Khed Temple near Balotia and Beri Ganga near Dajjar. These services proved attractive and it is hoped will increase the attendance in future

(b) Special trains run as before in connection with annual fairs at Tilwara, Parbatsar, Mandor and Ramdeo with improved results excepting a shortage of cattle wagons at Parbatsar due to very heavy demands of wagons for refugees from the floods in Sind

(c) A Special train with a Dining Car composed of the B B and C I and Jodhpur Railways stock ran on 23/24-1-1930 and 25/26-1-1930 for a party of British School Boys

27 Overcrowding of Passenger Trains —Census were carried in the months of May and November 1929. 62 trains were checked in May and 9 cases of overcrowding were found. 20 trains were checked in November and 1 case of overcrowding was found

28 Publicity —Notices were published in newspapers and posters distributed for fairs and opening of new branches

29 Breaches —Details of train services restricted are given Below:—

Main Line, Gadra Road-Barmer —From 27-7-1929 to 30-7-1929 all through communication was stopped

Parbatsar Branch —Train services were suspended from 23-7-1929 to 12-8-1929 and from 13-8-1929 to 19-8-1929, a restricted service of one train each way ran

Jalor Branch —Service was suspended from 23-7-1929 to 31-7-1929 and transhipment of passengers and parcels maintained from 1-8-1929 to 11-8-1929

Ladnun Branch —Train services were suspended for a day on 23-7-1929

Merta City Branch —Train services were suspended from 25-7-1929 to 26-7-1929

Main Line Merta Road-Kuchaman Road Section —Through communication was stopped from 23-7-1929 26-7-1929 between Besroli and Kuchaman Road and a restricted service of one train ran from 27-7-1929 to 1-8-1929

Khadro Branch —Train service was suspended from 14-7-1929 to 22-7-1929. Train ran up to Patoyun from 23-7-1929 to 26-7-1929.

Train service was suspended from 29-7-1929 to 15-8-29. From 16-8-1929 to 20-8-1929 train ran to varying stations

Train service was again suspended from 21-8-1929 to 4-9-1929 excepting train ran upto Patoyun for 5 days

Jhudo Branch —A restricted service of one train run to varying stations from 16-7-1929 to 24-8-1929.

Train service was cancelled from 25-8-1929 to 1-9-29

A restricted service of one train ran to varying stations from 2-9-1929 to 30-9-1929

30 Marshalling of Goods trains for long Distance—Goods trains are marshalled only for local stations

~~31 Concessions issued to Passengers in regard to reduction in fares~~ —(a) First, Second, Inter and Third class return tickets on payment of a fare and one third from any station on this Railway distance 100 miles and over from Ladnun to visitors travelling to Ladnun to pay respect to His Holiness Shri Puj Maharaj of Terapanthi Swetambar Jains from 14-7-1929 to 14-11-1929

(b) First class mileage coupon books for merchantile firms at 15 pies per mile for total distance of 3,000 miles were issued from 1-10-1929

(c) First, Second and Inter class return tickets at one and one third fare for double journey during Christmas and New Year Holidays were issued from the 13th to 31st December 1929

(d) First and Second class return tickets at a fare and one third and Third class return tickets at a fare and a half to visitors travelling from stations Chhior to Hyderabad (Sind) and via to attend the Urs Fair of Khawaja Mohinuddin Chisti at Ajmer were issued from 29-11-1929 to 8-12-1929

(e) First and Second class return tickets on payments of single fare were issued to members of the Institute of Engineers and students travelling to attend the 10th Annual General Meeting of the Institution held in Bombay from the 27th to 30th January 1930

32 Fairs and Exhibitions —The following fairs were held.—

- 1 Ramdeo Fair at Runacha near Phulodi station
- 2 Cattle Fair at Parbatpur near Makarana station
- 3 Chaitri Fair near Tilwara station
- 4 Khed Temple Fair near Balotra
- 5 Beni Ganga Fair near Dajiar
- 6 Oderolal Fair near Khesino Nasarpur Road station

33 Safety First —Safety First notices have been erected in shops Besides training of running staff in First Aid, a scheme for giving training to office staff is under contemplation

34 Travelling without Tickets and Crew System —The work of the crews was revised in September 1929 It was found that there was a steady increase both in earnings and in the number of passengers carried upto June 1929, compared with the figures for the corresponding period of the previous year The figures for July to September 1929, however, showed a general decline due probably to floods, breaches, and a cholera epidemic in Sind As these results were not sufficiently conclusive to warrant the permanent adoption of the system a further extension of the sanction upto April 1930 was obtained A review of the work made in March 1930 was again inconclusive so far as figures of passengers carried and earnings were concerned

As, however, the system has undoubtedly led to a great reduction in illicit travel and has moreover forced passenger coaching earnings into booking offices, a recommendation has been made to extend the existing period of trial upto 30th April 1931 during which period further statistical figures will be accumulated to demonstrate the value of the system

35 Motor Bus Competition —Owing to floods in Sind no road motor service ran excepting two, one between Mirpur Khas and Digni via Muwa and Jamesabad and the other between Mirpur Khas and Khapro

Motor services have been licensed and controlled by the State in the Marwai territory

36 Difficulties in meeting goods traffic Requirements —No difficulty has been experienced in meeting goods traffic requirement

37 Small-Pox.—To avoid infection from small-pox outbreaks in epidemic form, staff whose vaccination dated over five years were required to re-vaccinate themselves.

38 Experiences with Engines Fitted with Caprotti & Levitz Valve Gears —This Railway has had no experience with either Caprotti or Levitz valve gears

39 Local Advisory Committees —There are no Advisory Committees on this Railway

40 Vendors' Stalls —In consequence of opening of Samdar-Jalor extension vendors have been provided at —

Name of Station.	No of Vendors.
Mokalsai	1
Jalor	2

Vendors have been increased at the following stations —

			No. increased.
Baimer	..	.	2
Bilauria	.	...	2
Dhoro Naro	..	.	1
Jamesabad	.	..	2
Jodhpur	..	...	3
Luni Junction		...	6
Marwai Pali	...	...	4
Mirpur Khas	...	...	5
Pipar Road	...	..	2
Tando Jam	...	.	3

41. Waiting Rooms —Waiting rooms for 1st and 2nd class passengers were provided at Mokalsar and Jalor.

42 *Miscellaneous Facilities*.—New benches were provided at the following station platform:—

No of benches provided				
Degana	...	...	..	1
Jalor	..	..	..	1
Balotra	..	...		2

Platform benches of new type are being provided

Indication boards have been provided at Mimpur Khas to guide passengers to that part of the platform where their particular trains will stand

43 *Statistics*—Some of the important working results are given below:—

(a)—*Coal Consumption*—

Particulars	1926-27	1927-28	1928-29	1929-30
Coal Consumption per Engine Mile Passenger and Mixed	45.04	45.13	44.63	47.8
Coal Consumption per Engine Mile Goods	65.02	62.77	68.27	65.6
Coal Consumption per Engine Mile Shunting including Siding	24.94	27.62	31.94	31.5
Coal Consumption per 1,000 Gross Ton Miles passenger and proportion of Mixed	191.54	189.92	180.56	164.3
Coal Consumption per 1,000 Gross Ton Miles, Goods and proportion of Mixed ..	169.61	157.86	151.37	157.1

Coal control on this Railway was brought into force during the year 1925.

The original system adopted was adapted from the system of coal control at that time in force on the B & N W Railway, a Loco Officer from this Railway having been sent to Gorakhpur to investigate this very important subject.

The system adopted has, during the last 5 years, been subject to considerable revision and improvement, its efficiency being indicated by the appreciable and satisfactory reduction in coal consumption per 1,000 gross ton miles

During the year 1925, the coal consumption figures were—

Passenger & proportion of Mixed . 228 lb per 1,000 gross Ton Miles
Goods " " " " " 209 " " " "

Commencing from 1st January 1927 a chart has been kept. This chart indicates the consumption figures for the last 3 years

The satisfactory results obtained during the last few years can chiefly be attributed to.—

(1) The installation of softening plants for the treatment of the worst feed waters

Q 2110

(2) The close co-operation which exists between shed Foremen and footplate staff

It would be interesting to note that our coal bill during the year under review absorbed 28 days' gross earnings

(b) — Engine Oil Consumption (in pints) —

Particulars	1926-27	1927-28	1928-29	1929-30
Passenger and Mixed per 100 Engine Miles .	6 55	6 62	5 98	5 68
Goods per 100 Engine Miles	6 48	6 20	5 96	4 88

(c) — Average speed of trains —

Particulars	1926-27	1927-28	1928-29	1929-30
Passenger	18 81	18 12	18 5	18 3
Mixed	13 3	13 1	13 0	13 0
Goods (Main Line) .	10 19	10 52	10 73	10 73
Goods (Branch Line) .	9 80	10 41	11 24	10 65

(d) — Average train load (in vehicles in terms of 4 wheelers) —

Particulars	1926-27	1927-28	1928-29	1929-30
Passenger . .	20 48	20 42	19 64	22 0
Goods (Main Line) . . .	46 3	48 1	53 68	54 0
Goods (Branch Line) . .	18 63	18 47	21 86	23 0

(e) — Average starting wagon load —

Particulars	1926-27	1927-28	1928-29	1929-30
Coal and Coke	9 99	9 11	10 63	10 4
Heavy Merchandise . .	7 42	7 48	7 82	8 31
Light Merchandise	3 60	4 14	3 67	3 31

44 Inspections — The Railway was inspected by the Senior Government Inspector in December 1929 and January 1930

45 Personnel — Commander A W Wood was appointed to succeed Mr F W Wilby as Auditor of Accounts, Jodhpur Railway. He assumed charge of his duties in Jodhpur on 12-2-30 A N.

Mr H G D'Mellow, Probationary Assistant Controller of Stores was confirmed as Second Assistant Controller of Stores after successfully undergoing a course of training.

Mr. Ghisoo Lall was confirmed as Honorary Assistant Secretary from 1-11-1929

Major J W Gordon proceeded on 8 months and 4 days' leave on the 8th April 1929 F N handing over charge to Mr R J Baumgartner, Deputy Manager Traffic who acted as Manager. During Mr Baumgartner's tenure of office as Manager, Major G F Evans officiated as Deputy Manager Traffic, Mr G T Simpson as Deputy Traffic Manager Claims and Mr Shiv Ram as Assistant Traffic Superintendent.

Major Gordon resumed his duties on return from leave on 16-12-1929 F N from which date the officiating arrangements made in his leave vacancy ceased.

Mr R A Tarleton, Deputy Loco Superintendent proceeded on 1 month and 11 days' leave on 5-6-1929 F N handing over charge to Mr T E Jones, Assistant Loco Superintendent who officiated as Deputy Loco Superintendent. Mr Jones reverted to his original appointment from 19-7-1929 on return of Mr Tarleton from leave.

Mr C. L Kumar, Assistant Engineer proceeded on 3½ months' leave on 14-2-30 A N

Mr G T Simpson, Assistant Traffic Superintendent proceeded on 8 months' leave on 30-3-30 F N

Mr Ganga Singh, Assistant Traffic Superintendent availed of 8, 3 and 22 days' leave from 8-10-29, 6-11-29 and 3-1-30 respectively.

Mr Dina Dayal Bedi, Assistant Traffic Superintendent availed of 5, 7 and 16 days' leave from 21-10-29, 8-11-29 and 9-12-29 respectively.

Mr. A E D'Mellow proceeded on 28 days' leave on 31-3-30 F N

Mr K Cantlie, Assistant Loco Superintendent resigned his appointment on 6 months' notice from 1st April 1929. He was allowed to spend the period of notice on leave.

Mr R A Tarleton, A I R O underwent a course of military training under the Commanding 8th Armoured Car Company, Royal Tank Corps, Kukke from 6-5-29 to 4-6-29

I have the honor to be,
Sd,

Your most obedient servant,

J W GORDON,

Manager,
Jodhpur Railway

EARNINGS AND EXPENDITURE

(IN LAKHS OF RUPEES)

120

100

80

60

40

20

1924-25

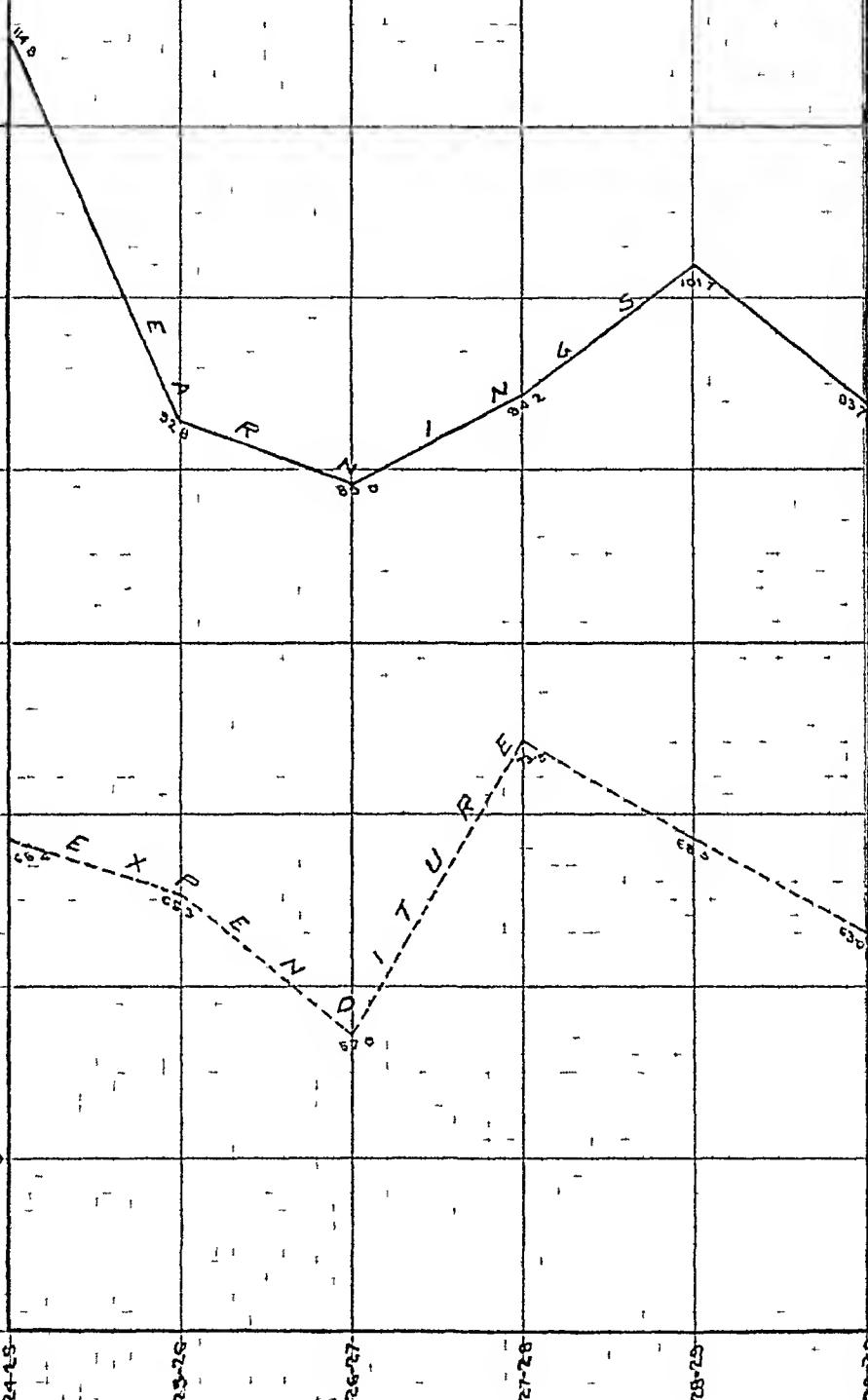
1925-26

1926-27

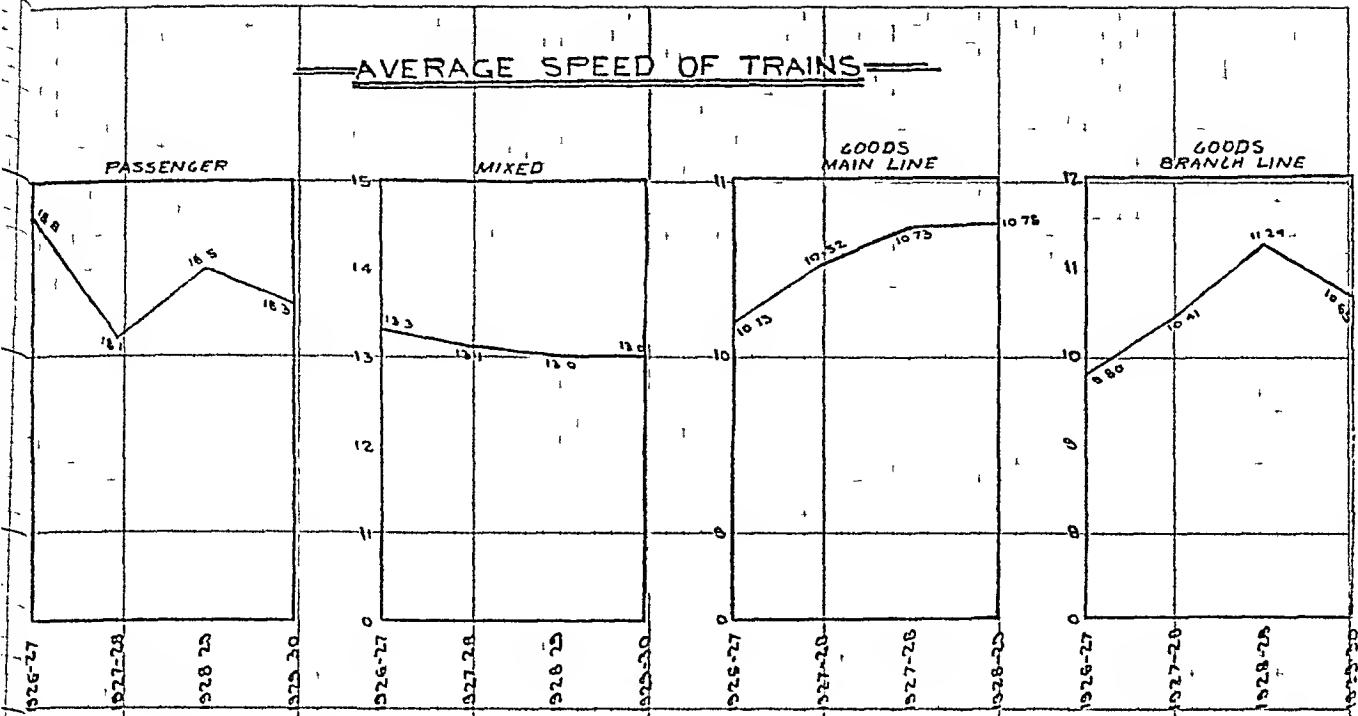
1927-28

1928-29

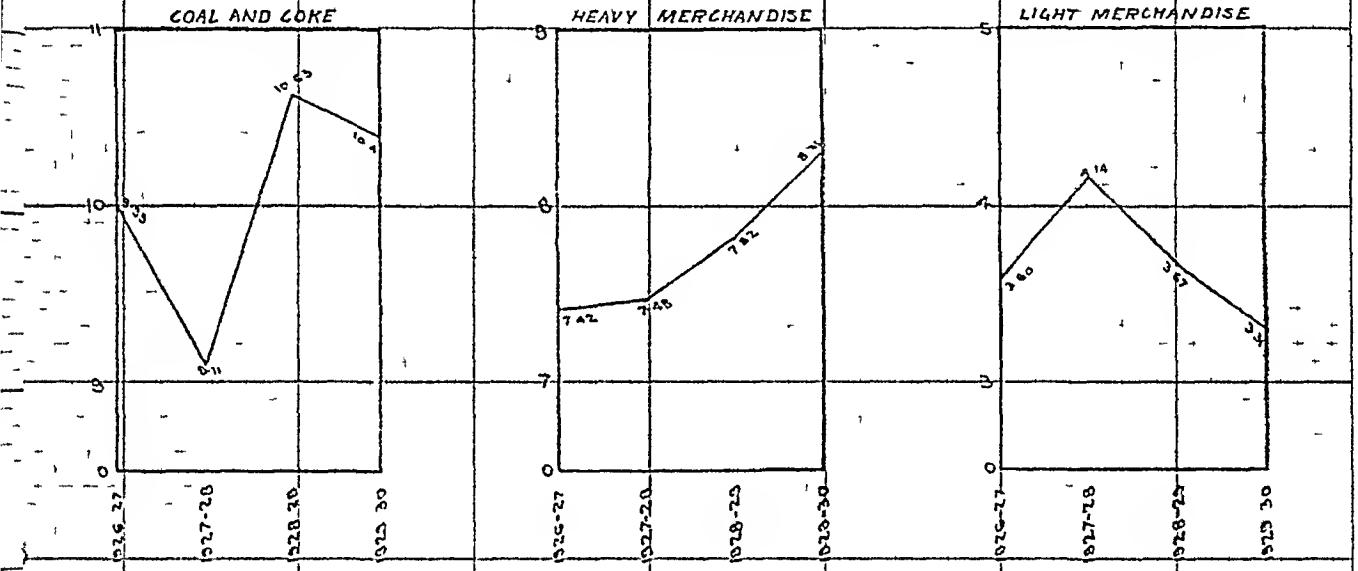
1929-30



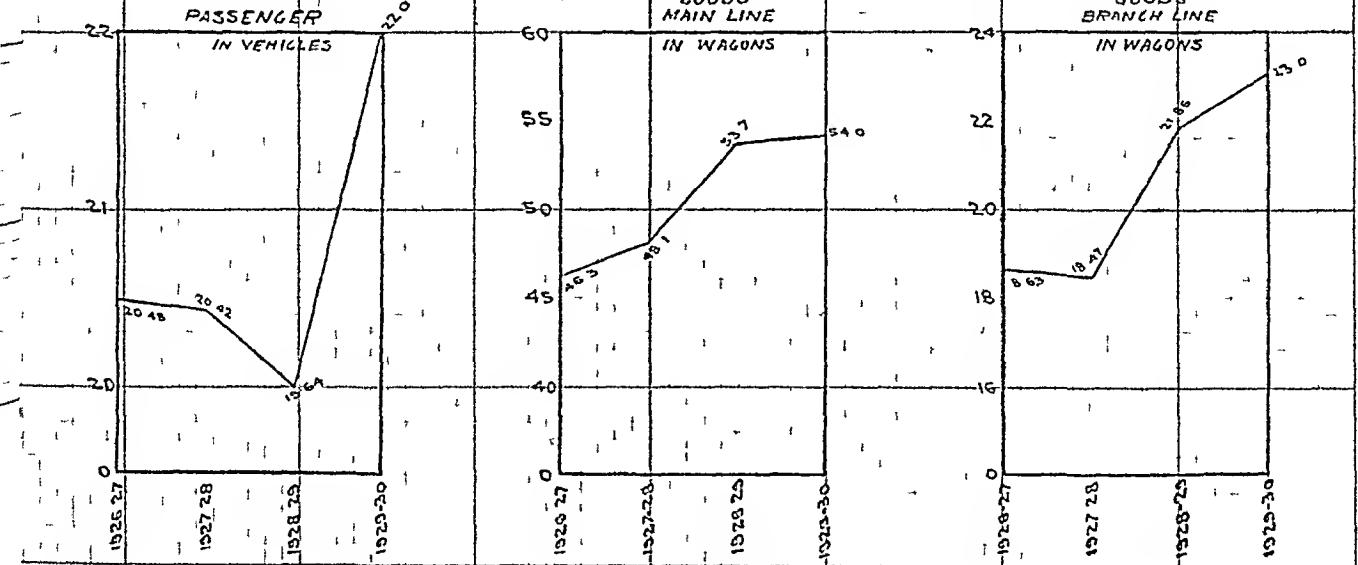
AVERAGE SPEED OF TRAINS



AVERAGE STARTING WAGON LOAD

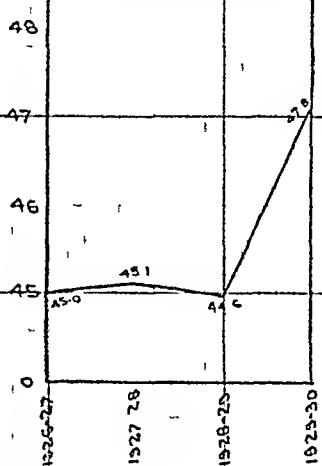


AVERAGE TRAIN LOAD

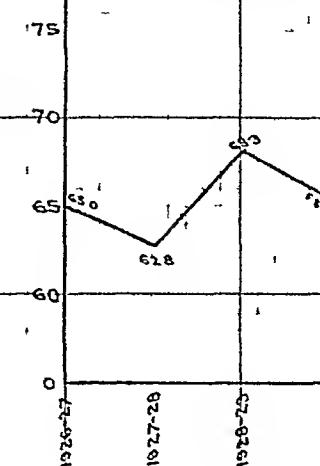


COAL CONSUMPTION

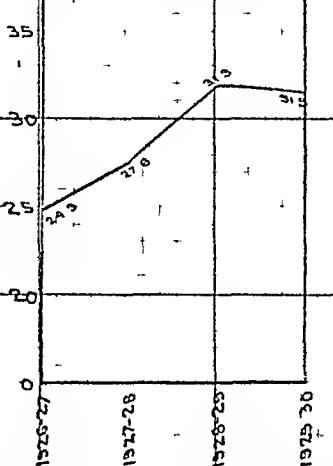
LBS. PER ENGINE MILE
PASSENGER & MIXED



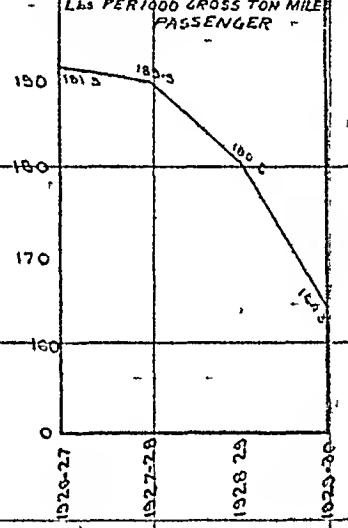
LBS. PER ENGINE MILE
GOODS



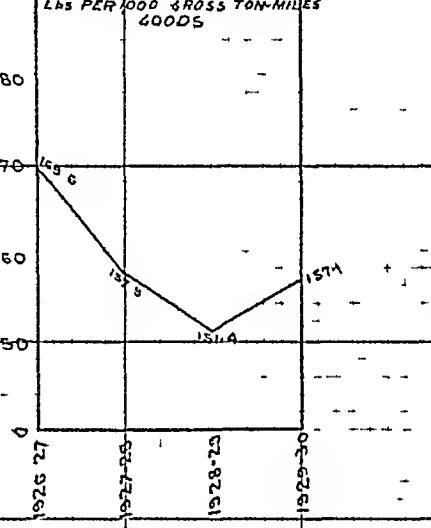
LBS. PER ENGINE MILE
SHUNTING & SIDING



LBS. PER 100 GROSS TON MILE
PASSENGER

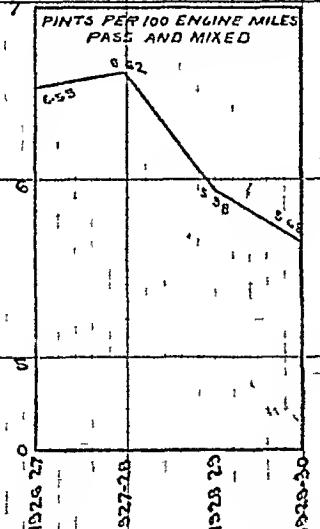


LBS. PER 1000 GROSS TON-MILES
GOODS

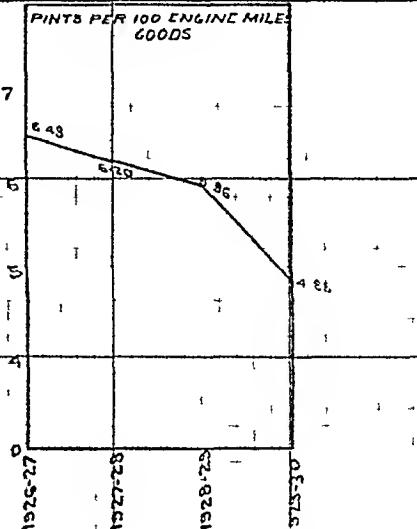


ENGINE OIL

PINTS PER 100 ENGINE MILES
PASS AND MIXED



PINTS PER 100 ENGINE MILES
GOODS



JODHPUR RAILWAY

ANNUAL REPORT

1929-30.

SECTION II.

**FINANCIAL STATEMENTS
CAPITAL AND REVENUE ACCOUNTS.**

JODHPUR RAILWAY.

Annual Report for 1929-30.

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No 1—Statement of Capital Outlay authorised

No	Date of Sanction	Sanctioning Authority	Nature of Estimate	Jodhpur Railway		Jodhpur Hyderabad Railway (British Section)		Sind Light Railway		Total for the System
				Rs	Rs	Rs	Rs	Rs	Rs	
1105 B/B O. & 1230 B	28-3-29 & 13-3-30	Railway Board	Total Capital outlay on final heads as per accounts up to end of the year ending 31st March 1929	3,93,79,460	82,58,472	8,56,487	...	...	4,84,94,419	4,84,94,419
			Further Capital outlay on final heads during the year	...	...	...	...	...	...	...
			Budget for 1929-30 (Final heads)	...	1,04,000	1,04,000				1,04,000
			Budget for 1929-30 (Final heads)	22,66,000	...	...				22,66,000
7335 C P W Ry 12/9 277 F & P Ry 4/1 2987 F P II Ry 4/1 & 2971 F P II Ry 12/1 1633 F. & P II Ry 415	10-8-29, 7-10-29 25-3-30 & 22-5-30 9-1-1930	Vice President State Council Vice President State Council, Raj Marwar.	Budget for 1929-30 (Suspense heads)	99,912	...	...	...	...	99,912	99,912
		Total		4,17,45,372	83,62,472	8,56,487			5,09,64,331	5,09,64,331

No V—Details of Capital Expenditure for the year ending 31st March 1930

Particulars	Jodhpur Railway	Jodhpur Hyderabad Railway (British Section)	Sind Light Railway	Total for the System
			Khadro Branch	
Lines Open for Traffic	Rs	Rs	Rs	Rs
I—Structural Engineering works—				
(1) Preliminary Expenses				
(2) Land	460	7,744	"	8,204
(3) Formation	12,985	4,659	"	17,644
(4) Bridge work	78,617	18,650	"	92,267
(5) Fencing	36	"	"	36
(6) Electric Telegraph	256	"	"	256
(7) Ballast and Permanent Way	7,01,954	45,524	"	7,47,478
(8) Stations and Buildings	74,441	17,635	"	92,076
(9) Shore Connections for ferry steamers			"	
(10) Plant-construction			"	
Total	8 68,749	94,212		9,67,961
II—Equipment (plant and furniture needed for equipment) of open line—				
(1) Plant				
(2) Stations and office furniture				
(3) Motors, Lorries, Steamers or boats required for General purposes of the Railway but not for public traffic	49,014	—74		48,940
Total	49 014	—74		48,940
III—Rolling Stock—				
(1) Rail				
(2) Motor Cars				
(3) Ferries				
Total	1 04,350			1,04,350
IV—General Charges				
V—Collieries—				

Note—For Rs 7,877 under Jodhpur Hyderabad Railway Rolling Stock
 Rs 3,577 Represents cost of transposing like Rolling Stock for
 construction of the line wide Bawali and corresponds to Account No. IV, Railway Lahore No. 16/IV
 763 G Dated 25-3-1902, and corresponds to Account No. IV, Railway Lahore No. 16/IV
 4/6 of 5th November 1924
 Rs 800 and Rs 3,000 Represents depreciation on Rolling Stock sold to Jodhpur
 Bikaner Railway during the year 1901

IV—General Charges	1,12,905	1,12,905	Total	
V—Collieries—				
(1) Block Account				
(2) Plant and Equipment				
VI—Miscellaneous				
VII—Proceedings				
Total				
IV—General Charges	1,12,905	1,12,905	Total	
V—Collieries—				
(1) Block Account				
(2) Plant and Equipment				
VI—Miscellaneous				
VII—Proceedings				

No VI — *Estimate of further expenditure, on Capital Account
for the year ending 31st March 1930*

Particulars	Total Expenditure from commencement of Operations to end of the year on final heads			
	Jodhpur Railway	Jodhpur Hyderabad Railway (British Section)	Sind Light Railway	Total for the System
Line Open for Traffic more than two Years —				
I — Structural Engineering Works —				
(1) Preliminary Expenses	97,781	50,058	3,900	1,60,739
(2) Land	16,997	77,894	—	94,281
(3) Formation	11,91,530	5,92,694	64,010	18,48,284
(4) Bridge work	11,56,988	5,44,682	49,462	17,51,192
(5) Fencing	1,67,238	2,98,948	854	4,67,150
(6) Electric Telegraph	48,996	17,458	—	61,484
(7) Ballast and Permanent Way	1,22,54,707	34,16,777	6,26,745	1,62,98,229
(8) Stations and Buildings	49,99,872	17,78,074	45,174	68,22,620
(9) Shore connections for ferry steamers	—	—	—	—
(10) Plant Construction	36,190	9,547	3,617	49,354
Purchase price of Jhudo Railway	—	11,48,649	—	11,48,649
Total	1,69,64,199	79,43,811	7,93,662	2,87,01,872
II — Equipment (Plant and furniture needed for equipment of open line) —				
(1) Plant	14,56,151	40,993	4,211	15,01,355
(2) Station and Office furniture	—	—	—	—
(3) Motors, Lorries, Steamers or boats required for general purposes of the Railway but not for public traffic	—	—	—	—
Total	14,56,151	40,993	4,211	15,01,355
III — Rolling Stock —				
(1) Rail	1,61,56,644	7,377	—	1,61,64,021
(2) Motor Trolley	—	26,387	—	26,387
(3) Ferries	—	—	—	—
Total	1,61,56,644	33,764	—	1,61,90,408
IV — General Charges				
V — Collieries —				
(1) Block Account	1,81,078	3,06,804	58,414	5,46,291
(2) Plant and Equipment	—	—	—	—
Less — Amount redeemed by Sinking Fund	—	—	—	—
Net	—	—	—	—
VI — Miscellaneous (Interest during Construction and other charges permitted as a debit to Capital in terms of relevant contract)				
VII — Exchange				
Total Expenditure	9,77,58,067	83,52,610	8,56,487	4,69,67,164
Lines in course of Construction				
I — Structural Engineering Works —				
(1) Preliminary Expenses	1,13,220	—	—	1,13,220
(2) Land	10,817	—	—	10,817
(3) Formation	7,38,898	—	—	7,38,898
(4) Bridge Work	9,66,631	—	—	9,66,631
(5) Fencing	31,245	—	—	31,245
(6) Electric Telegraph	—	—	—	—
(7) Ballast and Permanent Way	15,82,581	—	—	15,82,581
(8) Stations and Buildings	2,42,975	—	—	2,42,975
(9) Shore connections for ferry steamers	—	—	—	—
(10) Plant Constructions	4,627	—	—	4,627
Total	36,91,294	—	—	36,91,294
II — Equipment (Plant and furniture needed for equipment of open line) —				
(1) Plant	63,800	—	—	63,800
(2) Station and Office furniture	—	—	—	—
(3) Motor, Lorries, or boat &c	—	—	—	—
Total	63,800	—	—	63,800
III — Rolling Stock —				
(1) Rail	732	277	2987	2971
(2) Motor Cars	—	—	—	—
(3) Ferries	—	—	—	—
	1105	—	—	1635

No VII — *CAPITAL ACCOUNT*JODHPUR HYDERABAD RAILWAY — (*British Section*)

Dr

Cr

	Rs	<i>By—</i>	Rs
To expenditure incurred in India	65,82,878	I — Structural Engineering Works — (1) Preliminary expenses (2) Land (3) Formation (4) Bridge work (5) Fencing (6) Electric Telegraph (7) Ballast and Permanent Way (8) Stations and Buildings (9) Plant Construction (10) Purchase of Jhudo line	59,063 77,884 5,92,694 5,44,682 2,98,958 17,488 34,16,875 17,78,105 9,547 11,48,649
To expenditure incurred in England			
Stores @ 2½ a rupee to end of 1928-29 Rs 17,88,750			
Stores @ 1½ 6d a rupee during 1929-30 Rs Nil	17,88,750		
Miscellaneous		II — Equipment (Plant and furniture needed for equipment of open line) — (1) Plant (2) Stations and Office furniture (3) Motors, Lorries, Steamers or boat, etc	40,993
To charge for leave and pension allowance	20,522	III — Rolling Stock — (1) Rail (2) Motor Cars (3) Ferries	7,377 26,387
To charge for capitalization of abatement of land revenue	40,022	IV — General Charges	3,08,100
		V — Collieries — (1) Block Account (2) Plant equipment Less amount redeemed by sinking fund	
		Net —	
		VI — Miscellaneous (interest during construction and other charges permitted as a debit to Capital in terms of relevant contract) Loss by exchange	27,238
		Total	83,54,040
		Suspense Accounts	19,018
		Total	83,73,058
		Less Receipts on Capital Accounts Preliminary expenses	5
		Ballast and Permanent Way	98
		Stations and Buildings	31
		General charges	1,296
		Total	1,430
		Net Capital Outlay	83,71,628
		Add — Charge for leave and pension allowances	20,522
		Add — Charge for Capitalization of abatement of land revenue	40,022
Total	84,32,172	Total	84,32,172

No VIII

JODHPUR RAILWAY—(Whole System)

Revenue Accounts for the year ending 31st March 1930

Percentage on gross earnings *	Previous year *	PARTICULARS	EXPENDITURE			EARNINGS		
			Year end- ing 31st March 1930	Percentage on gross earnings	Previous year	PARTICULARS		
Rs	Rs		Rs		Rs		Rs	Rs
11.91	12,11,021	I—To General Administration .	12,47,425	13.32	11,91,910	By Coaching traffic		40,91,509
17.81	18,11,474	II—To Ordinary Repairs and Maintenance	19,16,783	20.16	54,82,807	, Goods traffic		49,10,811
22.75	23,14,145	III—To Operating Expenses .	21,35,330	22.79	9,170	Electric Telegraph Earnings		10,660
14.70	14,96,068	IV—To Generals and Replacement	10,05,319	10.73	1,88,158	, Steam boat earnings .		..
67.17	68,32,711	Total Working Expenses .	63,01,887	67.30	1,01,72,084	, Sundries .		3,55,114
..	60,074	Deduct—Share of Working Expenses of the worked lines (Non-Budget)	13,765	..		Total		93,68,124
67.58	67,72,637	Total Working Expenses .	62,61,122	67.62	1,50,186	Deduct—Share of earnings of worked lines (Non-Budget) .		1,09,412
32.42	32,49,261	To Balance net earnings	29,97,590	32.8				
100.00	1,00,21,898	Total	92,58,712	100.00	1,00,21,898	Total Earnings .		92,58,712

* Includes earnings of P B L R.

† Includes Rs 2,00,023 on account of P B L R (Narrow gauge) from April 1st to July 26.

No VIII—(Continued)

JODHPUR RAILWAY—(Jodhpur Section)

Revenue Accounts for the year ending 31st March 1930

Percentage on gross earnings *	Previous year *	EXPENDITURE			EARNINGS			Year end- ing 31st March 1930
		PARTICULARS		Year end- ing 31st March 1930	Percentage on gross earnings †	PARTICULARS		
Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
11.48	8,37,007	I—To General Administration		8,90,501	12.86	28,81,276	By Coaching traffic ..	28,98,812
17.33	12,64,327	II—To Ordinary Repairs and Maintenance ..		12,40,453	17.91	39,74,756	,, Goods traffic ..	36,77,203
19.52	14,23,646	III—To Operating Expenses		13,60,341	19.65	6,963	,, Electric Telegraph Earnings ..	7,785
18.74	13,67,294	IV—To Renewals and Replacement		9,76,011	14.09	..	,, Steam boat earnings ..	..
						4,31,249	,, Sundries ..	3,40,993
67.07	48,92,271	Total Working Expenses ..		44,67,306	64.51	72,94,244	Total	69,24,793
				24,57,487	35.49		Deduct—Share of earnings of work- ed lines (Non-Budget)	
32.93	21,01,970	To Balance net earnings					Total Earnings ..	69,24,793
			Total	69,24,793	100.00	72,94,244		
100.00	72,94,244							

* Includes Rs 2,00,000 on account of P B L Ry † Includes earnings of P B L Ry

No VIII—(Continued)

JODHPUR-HYDERABAD RAILWAY—(British Section)

Revenue Accounts for the year ending 31st March 1930

Percentage on gross earnings	Previous year X	EXPENDITURE			EARNINGS		
		PARTICULARS		Year end- ing 31st March 1930	Percentage on gross earnings	PARTICULARS	
13.00	Rs 3,74,014	I—To General Administration ..	Rs 3,56,924	15.29	Rs 11,95,462	By Coaching traffic ..	Rs 11,16,653
19.01	5,47,150	II—To Ordinary Repairs and Maintenance	6,76,330	28.98	14,73,805	Goods traffic ..	12,01,375
30.94	8,90,499	III—To Operating Expenses ..	7,74,989	33.20	1,657	Electric Telegraph Earnings ..	1,860
4.48	1,28,774	IV—To Renewals and Replacement	29,338	1.26	.....	Steam boat earnings ..	..
67.43	19,40,437	Total Working Expenses ..	18,37,581	78.73	27,27,654	Total	23,33,919
..	60,074	Deduct—Share of working Expenses of the worked lines (Non-budget)	13,765	..	..	Deduct—Share of earnings of worked lines (Non-Budget) ..	..
68.94	18,80,363	Total Working Expenses J H Ry	17,93,816	76.86	..		
31.06	8,47,291	To Balance Net earnings ..	5,10,103	23.14	..		
100.00	27,27,654	Total	23,33,919	100.00	27,27,651	Total Earnings ..	23,33,919

x Includes Rs 88,248 on account of Jhudo Ry from April 28 to December 28

o Includes earnings of Marpurkhas Jhudo Ry

No VIII — (Continued)

MURIL-KHAW MURIL RAILWAY

Revenue Accruals for the year ended on 31st March 1930

Percentage on gross earnings	Previous Year	Revenue		Expenditure		Year end- ing 31st March 1930
		Previous Year	March 1930	Previous Year	March 1930	
Rs.	Rs.			Rs.	Rs.	
.. .	...	I — To General Administration	.	1,11,202	By Charging traffic	..
.. .	...	II — To Ordinary Repairs and Maintenance	.	34,216	, Goods traffic	32,233
.. .	...	III — To Operating Expenses	.	559	, Electric Telegraph Earnings	1,015
.. .	...	IV — To Renewals and Replacement	.	.. .	, Steam boat earnings	..
				179	, Sundries	120
				13,765	10 00	1,50,186
10 00	60,071	Total Working Expenses	.		Total Earnings	..
60 00	90,112	To Balance net earnings	6,617	60 00		
		Total	.	1,09,112	100 00	1,50,186
					Total Earnings	.
						1,09,112

No IX.—JODHPUR RAILWAY.—(System)

Summary of Working Expenses for the year ending 31st March 1930

JODHPUR RAILWAY												JODHPUR RAILWAY—INCORPORATED MURAR JAMES KUMAR LINE										Total for the System.			
I General Administration				II Ordinary Repairs and Maintenance				III Operating Expenses				IV Renewal and Replacement				VII Repairs and Maintenance				VI Renewal and Replacement				Total VI	
Cash	Stores	Cash	Stores	Cash	Stores	Cash	Stores	Cash	Stores	Cash	Stores	Cash	Stores	Cash	Stores	Cash	Stores	Cash	Stores	Cash	Stores	Cash	Stores		
Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs		
1,31,40	507	4,16,90	16,166	20,67	14,91,79	67,666	14,39	37	1,78,124	16,781	34	19,420	3,456	1,44,108	20,26	1,32,050	1,32,050	57,936							
92,065	600	1,57,771	1,62,816	2,33,139	3,10,273	6,892	—234	1,98,770	7,03,16	34,286	22	65,506	39,06	1,57,426	3,25	—450	2,71,704	2,71,704	9,346	8,70,565	9,62,526				
76,066	56	1,88,226	1,42,355	1,491	5,750	6,166	—1,286	2,72,150	1,47,654	29,074	204	13,510	22,0	1,39,751	2,171	—157	2,40,76	2,40,76	5,12,700	2,01,931					
80,246	86	10,701	19,36	1,75,701	37,421	375,166	76,572	32,592	31	3,572	7,111	1,75,422	21,17	2,12,106	29,34	7,57,670	7,57,670	1,05,217							
3,60,901	3,311	65,310	2,577	4,26,219	5,521	1,33,076	1,43	21,689	914	1,167	1,167	53,101	—3,167	1,34,757	2,174	2,174	2,174	2,174	7,668	7,668					
1,31,837	3,065	—	30,631	—9,571	—6,46	91,46	1,68,571	—6,46	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
8,82,351	8,117	8,66,776	3,73,776	7,67,267	7,03,614	0,16,971	10,146	11,726	9,93,611	1,74,081	2,910	5,210	1,17,222	1,56,101	2,15,64	5,121	2,910	11,706	1,61,872	19,45,177	3,8,6471				
Deduct Share of world line (Non budget)												9,153	6	12,946	3,264	13,24	5,21	122	6,118	3,118	3,118	3,118	3,118	3,118	
8,52,381	8,117	8,66,706	3,73,747	7,68,727	7,03,614	0,16,971	19,146	11,726	9,93,611	1,74,081	2,77	1,02,41	1,33,057	2,81	2,13,671	2,15,971	2,15,971	14,10,501	3,328	17,13,216	13,47,477				

REVENUE ABSTRACTS, etc.

Year ending 31st March 1930

Total	Jodhpur Hyderabad Railway (British Section)	Jodhpur Railway (British Section)	Particulars	Jodhpur Railway				Jodhpur Hyderabad Railway (British Section)				Total					
				Jodhpur Railway		Jodhpur Hyderabad Railway (British Section)		Stores and Suspense		Cash		Jodhpur Hyderabad Railway (British Section)		Stores and Suspense			
				Rs	Rs	Rs	Rs	Total	Cash	Total	Cash	Rs	Rs	Rs	Rs		
77,658	21,907	55,791	I — General Administration —	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs		
35,420	7,304	28,005	1 Management and Control —	58,150	58,150	21,459	21,459	79,000	79,000	465	465	79,600	79,600	41,165	41,165		
87,616	10,835	26,701	(a) Salaries —	32,357	32,357	8,053	8,053	31,001	31,001	9,889	9,889	36,707	36,707	30,707	30,707		
3,366	986	2,380	(i) Administrative and Executive officers	26,818	26,818	8,853	8,853	26,818	26,818	9,889	9,889	30,707	30,707	4,121	4,121		
15,828	4,036	11,182	(ii) Subordinate supervising staff	2,847	2,847	3,072	3,072	2,847	2,847	1,019	1,019	3,896	3,896	225	225		
			(iii) Office staff														
			(b) Travelling and other compensatory allowances														
			(c) Contingent office expenses														
			Total General Administration	1,31,109	1,31,109	929	929	1,32,236	1,32,236	44,391	44,391	97	97	44,102	44,102	926	926
			II — Ordinary Repairs and Maintenance —														
			1 Structural Works —														
			(a) Track (Running Lines, sidings and yards)	3,11,768	3,11,768	8,177	8,177	3,10,915	3,10,915	9,129	9,129	2,64,902	2,64,902	5,65,631	5,65,631	10,300	10,300
			(b) Bridges and Tunnels	3,631	3,631	2,617	2,617	0,145	0,145	0,622	0,622	11,321	11,321	13,473	13,473	4,310	4,310
			(c) Service Buildings	10,531	10,531	1,115	1,115	12,976	12,976	7,561	7,561	7,813	7,813	18,405	18,405	1,694	1,694
			(d) Residential staff quarters	17,042	17,042	1,322	1,322	22,633	22,633	10,678	10,678	810	810	39,488	39,488	43,123	43,123
			(e) Station Machinery (Signals, Turntables, Water columns etc.)	26,803	24,871	9,153	9,153	27,308	27,308	15,021	15,021	3,918	3,918	18,945	18,945	13,369	13,369
			(f) Shore connections at Ferries														
			(g) Miscellaneous (Fencing, service, roads etc.)														
			7,668	7,668	213	7,883	7,883	11,069	11,069	306	306	11,375	11,375	18,747	18,747	521	521
			2 Equipment —														
			(a) Engineers' Tools and Plant	6,257	6,257	22,251	22,251	5,016	5,016	8,001	8,001	13,637	13,637	11,313	11,313	30,852	30,852
			(b) Services Motor Cars and trolleys	6,670	6,670	7,760	7,760	—22	—22	1,677	1,677	1,677	1,677	6,8	6,8	9,437	9,437
			(c) Furniture and Sundries	976	976	179	179	77	77	2,113	2,113	2,113	2,113	0,10	0,10	2,212	2,212

ABSTRACT B

Year ending 31st March 1929

No X.—Maintenance and supply of Locomotives and Traction Power.

Year ending 31st March 1930

ABSTRACT C

Year ending 31st March 1929

No X — Maintenance of Carriage and Wagon Stock

Year ending 31st March 1930

ABSTRACT D.

No. X—Maintenance and Working of Ferry Steamers and Harbours ... Nil

ABSTRACT E

Year ending 31st March 1930

No X—*Expenses of Traffic Department*

Year ending 31st March 1929.

Total	Jodhpur Hyderabad Railway (British Section)	Jodhpur Railway	Particulars	Jodhpur Railway						Jodhpur Hyderabad Railway (British Section)						Year ending 31st March 1930							
				Cash			Stores and Suspense			Cash			Stores and Suspense			Cash			Stores and Suspense			Total	
				Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs		
60,478	17,720	42,778	I—General Administration—																				
59,766	17,511	12,275	(a) Salaries—																				
4,822	1,266	3,035	(i) Traffic Manager, Deputy and Assistants					10,595	40,595	14,960	14,960	55,664	55,664										
2,286	670	1,616	(ii) Subordinate supervising staff					44,680	44,680	16,470	16,470	61,168	61,168										
1,26,852	37,167	89,685	(iii) Office staff																				
			(b) Travelling and other compensatory allowances					1,871	1,871	690	690	2,561	2,561										
			(c) Contingent office expenses					2,011	2,011	751	751	2,789	2,789										
			Total General Administration					89,200	89,200	32,892	32,892	31	31	1,22,002	1,22,002								
			II—Ordinary Repairs and Maintenance—																				
			I—Equipment—																				
			(a) Office and station furniture and appliances					0,335	22,782	72,117	3,142	8,401	11,843	12,777	31,183	13,960	13,960	13,960	13,960	13,960	13,960		
			(b) Wagon covers, etc					1,110	9,878	11,018	121	3,632	1,063	1,561	35	13,200	15,031	15,031	15,031	15,031	15,031	15,031	
			(c) Service motor cars (rail and road) and trolleys					29	133	9	160											627	
			Total ordinary Repairs and Maintenance					10,01	J3,693	13,594	3,573	12,202	16,074	14,373	15,293	15,293	15,293	15,293	15,293	15,293	15,293		
			III—Operating expenses—																				
			I—Salaries wages and allowances—																				
			(a) General operating staff (Inspectors, canvassers, etc)					11,911	610	11,925	4,172	226	4,308	15,151	916	916	916	916	916	916	916		
			(b) Station staff					2,33,716	162	2,31,003	82,545	56	82,601	3,06,401	208	3,06,600	3,06,600	3,06,600	3,06,600	3,06,600	3,06,600		
			(c) Train staff					46,576	46,576	17,174	17,174	17	17	63,710	63,710	63,710	63,710	63,710	63,710	63,710			
			(d) Milkmen and overtime of train staff					20,658	20,658	20,678	20,678	7,698	7,698	28,576	28,576	28,576	28,576	28,576	28,576	28,576			
			(e) Travelling, ticket, stamping staff					27,300	27,300	10,067	10,067	37,307	37,307										
			2 Tires, lights and General stores for nations and sheds																				
			3 Lighting, water and general stores in trains					15,330	26,118	41,713	5,673	9,712	15,391	20,033	36,160	36,160	36,160	36,160	36,160	36,160			
			4 Clothing					23,299	11,913	14,212	10,501	5,701	16,713	10,103	20,452	20,452	20,452	20,452	20,452	20,452			
			5 Stationery, forms and tickets					178	178	15,817	161	5,678	5,678	5,678	15,678	21,678	21,678	21,678	21,678	21,678	21,678		
			6 Expenses on handling, collection and delivery of funds—					35,022	33,2	36,234	123	123	123	123	10,163	19,623	19,623	19,623	19,623	19,623	19,623		
			(a) Lending and unloading charges					31,917	31,917	11,768	11,768	11,768	11,768	11,768	13,085	13,085	13,085	13,085	13,085	13,085			
			(b) Collection and delivery charges					7															
			Expenses at out agencies																				

52,016	15,131	36,885	8	*Payments to other Railways—				
12,876	3,771	9,105		(a) Traffic expenses at joint station				
23,817	6,979	16,838	9	(b) Rent of stations jointly occupied				
2,615	737	1,778	10	(c) Payment for Running powers				
				Conference hire and penalty charges on inter- changed stock				
409	120	289	11	Compensation for goods, etc lost or damaged				
-3,039	-800	-2,149		Less Sale proceeds of unclaimed and damaged goods				
21	6	1,		(a) Carriage of Revenue stores				
1,822	534	1,288		(b) Losses of Cash and etc res—				
				(1) Departmental				
				(2) Of other departments while under transportation				
7 40,011	2,16,223	5,23,786		(c) Sundries				
				Total Operating Expenses				
4,838	1,380	3,608	1	IV Replacement and Renewal				
4,839	1,330	3,505		Total Replacement and Renewal				
9,16,024	2,67,706	6,48,316		Total Absorpt. &				
13,877	4,066	9,811		5,75,464	91,035	6,66,409	2,12,196	33,505
9,02,147	2,63,642	6,38,507						
11,090	11,070	8,163		Deduct—Value of stores returned to stock				
8,163				Total	14,163	14,163	5,223	5,223
20,153	20,163			5,75,464	76,872	6,62,836	2,12,196	28,345
8,81,191	2,13,469	6,38,505						
Total	J H R	J R		Less—Share of Non budget lines worked—				
R _B	R _B	R _B		Mirpurtkhas Jhudo				
53,236	16,188	37,748		Mirpurtkhas Khedro				
1,220	367	863		Total	6,054	6,729	5,054	6,729
62,016	16,131	36,885						
12,859	3,770	9,111						
13	4	9						
12,876	3,771	9,101		Details of charges and receipts				
86,086	2,186	61,000		Charges	J H R	J H R	Total	
63,169	18,07	44,062		Receipts	R _B	R _B	R _B	
				Net	38,958	14,366	53,324	
				Charges	9,637	14,366	53,324	
				Receipts	38,958	14,366	53,324	
				Net	9,637	3,553	13,190	
				Charges	72,552	20,553	90,505	
				Receipts	30,662	13,131	1,31,193	
				Net	-13,110	-6,078	-21,788	
				Charges	8,186	3,130	11,018	
				Receipts	6,161	2,272	8,433	
				Net	2,327	8,185	8,87,118	

* Includes Rs 2,011 on account of P B L Railway

ABSTRACT F

Year ending 31st March 1929

No X—*Expenses of General Department*

Year ending 31st March 1930.

20

Total	Jodhpur Hyderaband Railway (British Section)	Jodhpur Railway	Particulars	Jodhpur Railway			Jodhpur Hyderaband Railway (British Section)			Year ending 31st March 1930.		
				Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
6,069	1,954	4,715	I General Administration—									
			1 London Boards—									
			(a) Board of Directors and Staff									
			(b) Auditors and Accountants									
			(c) Consulting Engineers and Inspectors' fees and allowances	4,698								
			(d) Office expenses and contingencies									
			Shares of Secretary of State's General charges									
			Charges in India for Government supervision									
			Control and Audit									
			Leave allowances in England									
			5 Indian Management and Control—									
			(a) Agent's Office—									
			(i) Salaries of administrative and Assistant officers	26,084								
			(ii) Salaries of office establishment	26,657								
			(iii) Travelling and other compensatory allowances	650								
			(iv) Contingent office expenses	3,173								
			(b) Accounts and Audit Department—									
			(i) Salaries of Gazetted Officers	33,902								
			(ii) Salaries of office establishment	71,199								
			(iii) Salaries of outdoor inspection and verification staff	6,752								
			(iv) Travelling and other compensatory allowances	2,650								
			(v) Contingent office expenses	4,998								
			(e) Stores Department—									
			(i) Salaries of Gazetted staff	16,770								
			(ii) Salaries of Subordinate supervising staff	9,417								
			(iii) Salaries of office establishment	23,637								
			(iv) Travelling and other compensatory allowances	23,637								
			(v) Contingent office expenses	969								
			(vi) Cost of out door Manual Staff	3,491								
			(vii) Cost of out door Manual Staff	3,041								
			(viii) Cost of out door Manual Staff	3,666								
				16	985	357	6	363	1,326	22	1,469	4,779
				492	3,033	1,288	181	3,006	3,006	673	673	13,607
					3,041	1,041						
					3,666	3,666						

ABSTRACT

No X —(Concluded)

Year ending 31st March 1929

Miscellaneous Expenses

Year ending 31st March 1930

Total	Jodhpur Hyderbad Railway (British Section)	Jodhpur Railway	Jodhpur Railway (British Section)	Particulars		Jodhpur Railway			Jodhpur Hyderbad Railway (British Section)			Total		
				Rs	Rs	Cash	Stores and Suspense	Total	Cash	Stores and Suspense	Total	Cash	Stores and Suspense	Total
618	181	437	437	1	I — General Administration —	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
237	75	182	—3,503	(a)	Law charges —	807	809	298	298	1,107	1,107	1,107	1,107	1,107
27,140	31,003	533	67,912	(b)	Salaries of Railway Legal staff and fees to Counsel	246	246	91	91	337	337	337	337	337
533	533	—3,503	28,071	(c)	Costs and other legal expenses									
95,983	28,071	67,912	33,593	(d)	Less costs recovered									
33,593	9,843	23,750	9,477	2	Rents of buildings and lands —									
1,629	1,629	1,152	1,152	(a)	For residential purposes	2,039	33,525	33,525	33,525	35,564	35,564	35,564	35,564	35,564
818	240	578	578	(b)	Other									
23,750	23,750	1,152	1,152	(c)	Interest on capital cost of buildings jointly used	2,039								
9,477	9,477	1,152	1,152	(d)	Interest on capital cost of Electric fittings in Bungalows and Buildings									
818	240	578	578	3	Rates and taxes									
28,071	28,071	67,912	67,912	4	Contributions to Provident institution —	75,919	27,994	27,994	27,994	1,03,913	1,03,913	1,03,913	1,03,913	1,03,913
33,593	33,593	9,477	9,477	(a)	Bonus									
1,629	1,629	1,152	1,152	(b)	Cost of management (if not part of Audit office)	1,449	1,449	1,449	1,449					
818	818	240	578	5	Gratuities —	26,066	9,611	9,611	9,611	35,677	35,677	35,677	35,677	35,677
23,750	23,750	1,152	1,152	(a)	For good effort and faithful services	1,449	535	535	535	1,934	1,934	1,934	1,934	1,934
9,477	9,477	1,152	1,152	(b)	Other gratuities									
818	818	240	578	6	Compensation (other than those included in I — III—10)									
28,071	28,071	67,912	67,912	7	Educational grants —									
33,593	33,593	9,477	9,477	(a)	Net cost of Railway schools									
1,629	1,629	1,152	1,152	(b)	Grants in aid to other schools	1,390	733	733	733	2,723	2,723	2,723	2,723	2,723
818	818	240	578	(c)	Fees for training of officers	650	210	210	210	890	890	890	890	890
23,750	23,750	1,152	1,152	8	Health and Welfare services —									
9,477	9,477	1,152	1,152	(a)	Sanitation, conveyance, and lighting in Railway colonies, and residential areas	10,656	3,908	704	704	4,612	4,612	4,612	4,612	4,612
818	818	240	578											
28,071	28,071	67,912	67,912											
33,593	33,593	9,477	9,477											
1,629	1,629	1,152	1,152											
818	818	240	578											
23,750	23,750	1,152	1,152											
9,477	9,477	1,152	1,152											
818	818	240	578											
28,071	28,071	67,912	67,912											
33,593	33,593	9,477	9,477											
1,629	1,629	1,152	1,152											
818	818	240	578											
23,750	23,750	1,152	1,152											
9,477	9,477	1,152	1,152											
818	818	240	578											
28,071	28,071	67,912	67,912											
33,593	33,593	9,477	9,477											
1,629	1,629	1,152	1,152											
818	818	240	578											
23,750	23,750	1,152	1,152											
9,477	9,477	1,152	1,152											
818	818	240	578											
28,071	28,071	67,912	67,912											
33,593	33,593	9,477	9,477											
1,629	1,629	1,152	1,152											
818	818	240	578											
23,750	23,750	1,152	1,152											
9,477	9,477	1,152	1,152											
818	818	240	578											
28,071	28,071	67,912	67,912											
33,593	33,593	9,477	9,477											
1,629	1,629	1,152	1,152											
818	818	240	578											
23,750	23,750	1,152	1,152											
9,477	9,477	1,152	1,152											
818	818	240	578											
28,071	28,071	67,912	67,912											
33,593	33,593	9,477	9,477											
1,629	1,629	1,152	1,152											
818	818	240	578											
23,750	23,750	1,152	1,152											
9,477	9,477	1,152	1,152											
818	818	240	578											
28,071	28,071	67,912	67,912											
33,593	33,593	9,477	9,477											
1,629	1,629	1,152	1,152											
818	818	240	578											
23,750	23,750	1,152	1,152											
9,477	9,477	1,152	1,152											
818	818	240	578											
28,071	28,071	67,912	67,912											
33,593	33,593	9,477	9,477											
1,629	1,629	1,152	1,152											
818	818	240	578											
23,750	23,750	1,152	1,152											
9,477	9,477	1,152	1,152											
818	818	240	578											
28,071	28,071	67,912	67,912											
33,593	33,593	9,477	9,477											
1,629	1,629	1,152	1,152											
818	818	240	578											
23,750	23,750	1,152	1,152											
9,477	9,477	1,152	1,152											
818	818	240	578											
28,071	28,071	67,912	67,912											
33,593	33,593	9,477	9,477											
1,629	1,629	1,152	1,152											
818	818	240	578											
23,750	23,750	1,152	1,152											
9,477	9,477	1,152	1,152											
818	818	240	578											
28,071	28,071	67,912	67,912											
33,593	33,593	9,477	9,477											
1,629	1,629	1,152	1,152											
818	818	240	578											
23,750	23,750	1,152	1,152											
9,477	9,477	1,152	1,152											
818	818	240	578											
28,071	28,071	67,912	67,912											
33,593	33,593	9,477	9,477											
1,629	1,629	1,152	1,152											
818	818	240	578											
23,750	23,750	1,152	1,152											
9,477	9,477	1,152	1,152											
818	818	240	578											
28,071	28,071	67,912	67,912											
33,593	33,593	9,477	9,477											
1,629	1,629	1,152	1,152											
818	818	240	578											
23,750	23,750	1,152	1,152											
9,477	9,477	1,152	1,152											
818	818	240	578											
28,071	28,071	67,912	67,912											
33,593	33,593	9,477	9,477											
1,629	1,629	1,152	1,152											
818	818	240	578											
23,750	23,750	1,152	1,152											
9,477	9,477	1,152	1,152											
818	818	240	578											
28,071	28,071	67,912	67,912											
33,593	33,593	9,477	9,477											
1,629	1,629	1,152	1,152			</								

3,283	962	2,321	(b) Contributions to Hospitals and medicines	2,421	379	2,500	892	140	1,032	3,313	519	3,832
195	57	138	(c) Grants in aid—religious purposes	497	497	183	183	240	446	444	680	680
569	167	402	(d) Grants in aid—recreation	326	324	650	120	120	240	446	890	890
773	227	546	(e) Miscellaneous	635	538	199	199	209	775	737	737	737
639	190	459	(a) Advertising (all Departments)	566	566	209	209	26	145	171	775	775
314	92	222	(b) Other Expenses	70	393	463	26	145	171	96	538	634
1,431	49	1,012	10 Fire protection of Railway property	961	961	961	961	961	354	1,315	1,315	1,315
10,920	3,200	7,720	11 Expenditure in connection with the Indian Ry Conference Association	158	158	68	68	68	58	216	216	216
1,914	89	8632	12 Miscellaneous contributions and Grants—	6,536	6,536	2,410	2,410	2,410	8,946	8,946	8,946	8,946
			(a) Prizes for Station Gardens etc									
			(b) Contribution to Chamber of Commerce									
			13 Passage Money									
			Total—General Administration	1,31837	3,006	1,34813	81,386	1,109	82,495	2,13,923	4,115	2 17,388
			<i>III—Operating Expenses—</i>									
			1 Indian charges on stores excluding fuel—									
			(a) Freight from port or source of supply	26,411	—10,756	15,625	9,759	—3,978	5,761	36,150	—14,764	21,386
			(b) Insurance, Port, Landing, yard and other charges		520	6,646	2,259	192	2,451	8,395	712	9,097
			(c) Salaries and wages of catering staff	6,126	1,950	1,919	723	723	2,682	2,682		
			(d) Interest on Jodhpur Railway Stores		1,950	21,240	21,240	21,240	21,240	21,240	21,240	21,240
			(e) Interest on Capital cost of machinery									
			(f) Interest on capital cost of machinery									
			(g) Interest on capital cost of Electric Light Plant									
			(h) Interest on capital cost of Electric Light Plant									
			(i) Interest on capital cost of Electric Light Plant									
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JODHPUR RAILWAY—(Whole System)

ABSTRACT I

No XI—Coaching Earnings

Year ending 31st March 1929

Year ending 31st March 1930

Previous year	Traffic mileage Fares	1st Class	2nd Class	Inter Class	3rd Class	Total
		Pies 24	Pies 12	Pies 5	Pies 4	
Amount	Particulars	Amount	Amount	Amount	Amount	Amount
Rs 35,65,925	1 Passengers —	Rs 54,800	Rs 1,59,537	Rs 1,10,863	Rs 31,48,960	Rs 34,74,160
39,090	(a) Full fares (b) Reduced fares — (i) Return tickets at reduced fares and week-end and holiday excursion tickets	3,661	19,556	5,468	26,178	54,863
1,732	(ii) Season and Zone tickets				2,194	2,194
22,867	(iii) Other description of concession tickets	4,276	3,658	826	14,779	28,539
11,886	(c) Military passengers	427	2,066	240	6,580	9,263
	Total	63,164	1,84,817	1,17,397	31,98,641	35,64,019
36,41,500	Previous Year	60,543	1,94,913	1,27,811	32,58,283	
30,850	2 Special trains and reserved carriages					41,922
90,289	3 Passengers' luggage					74,854
8,36,046	4 Parcels traffic —					3,16,553
772	(a) Public parcels					586
5	(b) Service parcels					
13,131	5 Other Coaching Traffic —					13,213
16,703	(a) Rail and Road motor vehicles and carriages					17,327
6	(b) Sundry					
48,659	6 Transport of Post Office Mails —					50,824
1,520	(a) Special postal trains					614
	(b) Hire and haulage of postal vans and compartments					
	(c) Post Office bags and parcels by weight					
7,010	7 Miscellaneous Coaching Receipts —					4,614
9,745	(a) Penalties levied for irregular travelling					10,927
41,96,231	Total including Refunds and Remissions					40,95,483
8	8 Deduct —					
3,172	(a) Refunds of earnings collected —					3,668
30	(i) Over charge					27
	(ii) Penalty levied for irregular travelling					
3,20	Total Refunds					3,695
1,084	(b) Remissions of earnings not collected					279
4,297	Total Refunds and Remissions					3,974
41,91,940	Total excluding Refunds and Remissions					40,91,509

An enhanced mileage charge of 50% of the actual mileage is levied on Jaswantgarh-Ladnun, Makrana-Parbatsar, Pipar-Bilara, Mirpuri-Khas Jhudo and Mirpurkhas-Khadro Sections.

JODHPUR RAILWAY.—(Jodhpur Section)
ABSTRACT I

No XI—Coaching Earnings—(Continued)

Year ending 31st March 1929

Year ending 31st March 1930

Previous Year	Traffic mileage Fares	1st Class	2nd Class	Inter Class	3rd Class	Total
		Pies 24	Pies 12	Pies 5	Pies 4	
Amount	Particulars	Amount	Amount	Amount	Amount	Amount
Rs	Rs	Rs	Rs	Rs	Rs	Rs
24,46,175	1 Passengers —	42,936	1,16 326	59,421	22,58,139	24,76,822
13,126	(a) Full fares					
	(b) Reduced fares —					
	(i) Return tickets at reduced fares and week-end and holiday excursion tickets	1,318	4,899	1,386	4,951	12,554
776	(ii) Season and Zone tickets				821	821
17,010	(iii) Other description of concession tickets	3,013	2,378	513	11,933	17,837
8,708	(c) Military passengers	296	1,389	166	5,058	6,904
	Total	47,563	1,24,992	61,486	22,80,897	25,14,938
24,85,795	Previous year	46,255	1,82,741	62,844	22,43,955	
30,262	2 Special trains and reserved carriages					39,058
65,110	3 Passengers' luggage					55,266
2,30,074	4 Parcels traffic —					2,18,879
725	(a) Public parcels					541
11,469	(b) Service parcels					
13,572	5 Other Coaching Traffic —					
	(a) Rail and Road motor vehicles and carriages					10,440
	(b) Sundry					15,121
35,776	6 Transport of Post Office Mails —					
518	(a) Special postal trains					
	(b) Hire and haulage of postal vans and compartments					37,186
	(c) Post Office bags and parcels by weight					
4,383	7 Miscellaneous Coaching Receipts —					
6,884	(a) Penalties levied for irregular travelling					3,093
28,84,568	Total including Refunds and Remissions					7,435
2,476	8 Deduct —					
20	(a) Refunds of earnings collected —					
	(i) Over charge					2,947
	(ii) Penalty levied for irregular travelling					24
2,496	Total Refunds					
796	(b) Remissions of earnings not collected					174
3,292	Total Refunds and Remissions					
28,81,276	Total excluding Refunds and Remissions					3,145
						28,98,812

An enhanced mileage charge of 50% of the actual mileage is levied on the Jaswantgarh Ludnun, Makrana-Parbatsar and Pipar-Bilara Sections

JODHPUR HYDERABAD RAILWAY.—(British Section).

ABSTRACT I

No XI—Coaching Earnings—(Continued)

Year ending 31st March 1929

Year ending 31st March 1930

Previous year	Traffic mileage Fares	1st class	2nd class	Inter class	3rd class	Total
		Pies 24	Pies 12	Pies 5	Pies 4	
Amount	Particulars	Amount	Amount	Amount	Amount	Amount
Rs	1 Passengers—	Rs	Rs	Rs	Rs	Rs
10,10,796	(a) Full fares	11,659	42,492	48,277	8,23,861	9,26,289
25,330	(b) Reduced fares— (i) Return tickets at reduced fares and week-end and holiday excursion tickets	2,245	14,205	3,994	20,665	41,109
488	(ii) Season and Zone tickets				995	995
5,725	(iii) Other description of concession tickets	1,263	1,280	312	2,795	5,650
3,178	(c) Military passengers	131	677	74	1,474	2,356
	Total	15,298	58,654	52,657	8,49,790	9,76,399
10,45,517	Previous year	14,092	60,478	60,102	9,10,845	
577	2 Special trains and reserved carriages				2,713	
23,970	3 Passengers' luggage					18,942
1,03,523	4 Parcels traffic— (a) Public parcels				96,339	
47	(b) Service parcels					45
1,662	5 Other Coaching traffic— (a) Rail and Road motor vehicles and carriages				2,773	
2,989	(b) Sundry					2,099
6	6 Transport of Post Office Mails— (a) Special postal trains					
12,475	(b) Hire and haulage of postal vans and compartments				13,180	
574	(c) Post Office bags and parcels by weight					252
2,358	7 Miscellaneous Coaching Receipts— (a) Penalties levied for irregular travelling				1,387	
2,729	(b) Sundry					3,319
11,96,421	Total including Refunds and Remissions				11,17,448	
673	8 Deduct— (a) Refunds of earnings collected— (i) Over charge				687	
10	(ii) Penalty levied for irregular travelling					3
683	Total Refunds				690	
276	(b) Remissions of earnings not collected					105
959	Total Refunds and Remissions					795
11,95,462	Total excluding Refunds and Remissions				11,16,653	

An enhanced mileage charge of 50% of the actual mileage is levied on Mirpurkhas Jhudo Branch line.

JODHPUR RAILWAY (MIRPURKHAS-KHAJRO BRANCH).

ABSTRACT I

No XI — *Coaching Earnings.—(Concluded)*

Year ending 31st March 1929

Year ending 31st March 1930

Previous Year	Traffic mileage Fares.	1st Class	2nd Class	Inter Class	3rd Class	Total
		Pies 24	Pies 12	Pies 5	Pies 4	
Amount	Particulars	Amount	Amount	Amount	Amount	Amount
Rs	1 Passengers —	Rs	Rs	Rs	Rs	Rs
1,08,954	(a) Full fares	205	719	3,165	66,960	71,049
634	(b) Reduced fares —					
	(i) Return tickets at reduced fares and week-end and holiday excursion tickets	98	452	88	562	1,200
468	(ii) Season and Zone tickets				378	378
132	(iii) Other description of concession tickets			1	51	52
	(c) Military passengers				3	3
	Total	303	1,171	3,254	67,954	72,682
1,10,188	Previous year	196	1,694	4,865	1,03,433	
11	2 Special trains and reserved carriages					151
1,209	3 Passengers' luggage					676
2,449	4 Parcels traffic —					1,335
	(a) Public parcels					
	(b) Service parcels					
142	5 Other Coaching Traffic —					
	(a) Rail and Road motor vehicles and carriages					
	(b) Sundry					107
408	6 Transport of Post Office Mails —					
434	(a) Special postal trains					458
	(b) Hire and haulage of postal vans and compartments					362
	(c) Post Office bags and parcels by weight					
269	7 Miscellaneous Coaching Receipts —					134
132	(a) Penalties levied for irregular travelling					173
1,15,242	Total including Refunds and Remissions					76,078
23	8 Deduct —					
	(a) Refunds of earnings collected —					34
	(i) Over charge					
	(ii) Penalty levied for irregular travelling					
23	Total Refunds					34
17	(b) Remissions of earnings not collected					
40	Total Refunds and Remissions					34
1,15,202	Total excluding Refunds and Remissions					76,044

An enhanced mileage charge of 50% of the actual mileage is levied on this Branch.

ABSTRACT II

No XI—*Goods Earnings*

31st March 1929

31st March 1930

Metre Gauge				PARTICULARS	Metre-Gauge			Total
Total	J Ry	J H, Ry	M K B Ry		J Ry	J H Ry	M K B Ry	
Rs	Rs	Rs	Rs		Rs	Rs	Rs	Rs
30,836 Nil	25,784 Nil	4,935 Nil	117 Nil	1 Fuel — (a) Coal and Coke — (1) For the Public . (2) For Foreign Rys and Homeline construction	14,865 Nil	1,657 Nil	11 Nil	16,533 Nil
17,519 12,864	11,005 9,879	6,489 1,920	25 1,065	(b) Oil Fuel (c) Firewood and other fuel	11,059 8,299	6,886 4,350	11 2,096	17,956 14,745
61,219	46,668	13,344	1,207	Total	34,223	12,893	2,118	49,234
50,06,567 6,718 12,380	35,77,705 4,561 11,665	13,95,178 2,157 611	33,684 Nil 104	2 General Merchandise 3 Military Traffic . . 4 Live Stock	33,72,175 5,214 28,556	11,04,546 2,585 2,339	30,965 Nil 14	45,07,686 7,799 30,909
11,128 1,76,979	8,754 1,45,746	2,374 31,223	Nil 10	5 Railway Materials (other than Coal and Coke) — (a) For Foreign Railways (b) For Home line construction	18,219 82,621	7,101 30,140	Nil 24	25,320 1,12,785
1,33,628 Nil Nil 96,076	1,21,962 Nil Nil 73,231	11,666 Nil Nil 22,461	Nil Nil Nil 384	6 Service maintenance, materials and Stores — (a) Coal and Coke — (i) For Locomotive Deptt (ii) For Other Departments (b) Oil Fuel (c) General Stores and Materials ...	98,966 Nil Nil 59,018	9,519 Nil Nil 35,275	Nil Nil Nil 259	1,08,485 Nil Nil 94,552
54,43,476	39,43,624	14,65,670	34,182	Total	36,64,769	11,91,505	31,262	48,87,536
1,080 11,815 Nil	813 8,374 Nil	264 2,889 Nil	3 552 Nil	7 Miscellaneous Goods Earnings — (a) Demurrage (b) Wharfage and Storage (c) Sundries .	1,143 13,142 Nil	1,093 3,489 Nil	Nil 424 Nil	2,236 17,055 Nil
12,895	9,187	3,153	555	Total	14,285	4,582	424	19,291
55,17,590	39,99,479	14,82,167	35,944	Total including refunds and remissions . . .	37,13,277	12,08,980	33,804	49,56,061
32,208 Nil	22,558 Nil	8,038 Nil	1,612 Nil	8 Deduct — (a) Refunds of earnings collected (i) Over Charge (ii) Demurrage, Wharfage and Storage (b) Remissions of earnings not collected — (i) Under charge (ii) Wharfage, Demurrage and Storage	33,337 Nil	7,327 Nil	1,571 Nil	42,235 Nil
1,703 872	1,568 597	83 241	52 34	491 2,246	23 255	Nil Nil	514 2,501	
34,783	24,723	8,362	1,698	Total refunds and remissions	36,074	7,605	1,571	45,250
54,82,807	39,74,756	14,73,805	34,246	Total excluding Refunds and Remissions .. .	36,77,203	12,01,375	32,233	49,10,811

JODHPUR RAILWAY.

No XI—ABSTRACT II *Concluded.*

Statement showing earnings from Goods Traffic for the year ending 31st March 1930

Name of Commodity.	Jodhpur Railway	Jodhpur-Hyderabad Railway	Mirpuikhas-Khadia Railway	Total for the system excluding refund and remission
<i>Fuel—</i>	Rs	Rs	Rs	Rs
Coal and Coke and Patent fuel—				
For the Public	14,865	1,657	11	16,533
For Foreign Railways and Home Line Construction			...	
Total	14,865	1,657	11	16,533
Oil fuel	11,059	6,886	11	17,956
Firewood and other fuel	8,299	4,350	2,096	14,745
<i>Heavy Merchandise—</i>				
Rice in the husk	428	1,739	57	2,224
Rice not in the husk	1,13,947	1,03,124	2,395	2,19,466
Gram & pulse	1,03,950	12,451	350	1,16,751
Wheat	1,60,712	38,760	3,396	2,02,868
Jowar & Bajra	1,33,451	44,867	1,438	1,79,756
Other Grains	1,86,077	21,070	199	2,07,346
Marble & Stone	3,62,235	23,212	1,267	3,86,714
Salt	2,38,019	4,065	384	2,42,468
Sugar Refined & unrefined	82,988	26,927	897	1,10,812
Wood unwrought	25,231	5,471	173	30,875
Metallic Ores	19	14	1	34
Oil Seeds	91,641	51,704	2,650	1,45,995
Cotton, Raw, pressed	2,41,025	1,25,240	Nil	3,66,265
Petrol (in bulk)	36,318	16,978	Nil	53,296
Kerosine Oil (in bulk)	8,163	2,930	Nil.	11,093
Molasses (in bulk)				
Total heavy merchandise	17,84,204	4,78,552	13,207	22,75,963
<i>Light Merchandise—</i>				
Cotton, Raw, unpressed	2,293	58,832	6,407	62,532
Cotton Manufactured	1,14,379	39,696	564	1,54,639
Fodder	43,720	5,839	554	50,113
Fruits and Vegetables, Fresh	35,631	8,582	377	44,590
Gu, Jagree, Molasses (not in bulk), etc	81,291	2,769	105	84,165
Jute, Raw	240	9	Nil	249
Iron and Steel wrought	2,25,739	92,555	756	3,19,050
Kerosine Oil in tins	1,28,154	56,473	464	1,85,091
Petrol in tins	37,067	15,823	8	52,898
Tobacco	46,432	17,340	304	64,076
Provisions	1,30,614	56,785	1,306	1,88,705
Manures (All kinds)	410	147	Nil	557
Total light merchandise	8,45,970	3,49,850	10,845	12,06,665
<i>Other commodities...</i>	7,08,173	2,68,795	5,342	9,82,310
<i>Total (General Merchandise)</i>	33,38,347	10,97,197	29,394	44,64,938
<i>Military traffic</i>	5,214	2,585	Nil	7,799
<i>Live stock</i>	28,556	2,339	14	30,909
<i>Railway materials</i>	1,00,840	37,241	24	1,38,105
<i>Materials and stores on revenue account—</i>				
Fuel	98,966	9,514	Nil	1,08,485
General stores and materials	59,018	35,275	259	94,552
Total	1,57,484	44,794	259	2,03,037
<i>Total—All commodities</i>	36,65,164	11,97,049	31,809	48,94,022

ABSTRACT III.

No XI.—Miscellaneous Earnings

31st March 1929

31st March 1930.

Total	Metre-Gauge			PARTICULARS	Metre-Gauge			Total
	J Ry	J H Ry	M K B Ry		J Ry	J H Ry	M K B Ry	
Rs 9,179	Rs 6,963	Rs 1,657	Rs 559	1 Electric Telegraph Earnings 2 Rents and Tolls— (a) Residential buildings (b) Other buildings or rooms (c) Land (d) Tolls on bridges	Rs 7,785	Rs 1,860	Rs 1,015	Rs 10,660
13,269	10,587	2,682	Nil		14,927	3,851	Nil	18,778
829	682	147	Nil		516	112	Nil	658
1,235	1,020	215	Nil		1,273	267	10	1,550
Nil	Nil	Nil	Nil		Nil	Nil	Nil	Nil
15,333	12,289	3,044	Nil	Total Rents	16,716	4,260	10	20,986
Nil	Nil	Nil	Nil	3 Receipts from Catering Department— (a) Meals and refreshment in rooms and Cars (b) Sales of Stores and wines (c) Sundry receipts	Nil	Nil	Nil	Nil
Nil	Nil	Nil	Nil		Nil	Nil	Nil	Nil
Nil	Nil	Nil	Nil	Total receipts Catering Department	Nil	Nil	Nil	Nil
10,848	7,589	3,259	Nil	4 Overhead charges and profits recovered on sale of Stores and work done in workshops	7,372	2,740	Nil	10,112
Nil	Nil	Nil	Nil	5 Unclaimed and Unpaid wages and salaries	1,744	652	Nil	2,396
Nil	Nil	Nil	Nil	6 Sundry receipts— (a) Advertisement fee (b) Fees on share transfer etc (c) Excess in cash (d) Other Unclassified receipts	Nil	Nil	Nil	Nil
Nil	Nil	Nil	Nil	(e) Interest on Capital cost of J Ry Stores	29	12	Nil	41
83	24	9	Nil	(f) Interest on Capital cost of J Ry Machinery	9,585	3,427	110	13,122
1,38,112	88,290	49,643	179	(g) Interest on Capital cost of electric light plant jointly used	21,240	Nil	Nil	21,240
22,259	22,259	Nil	Nil	(h) Interest on Capital cost of Locomotives	18,483	Nil	Nil	18,483
19,980	19,980	Nil	Nil		—773	—773	Nil	Nil
—773	—773	Nil	Nil		1,02,541	1,02,541	Nil	Nil
1,02,541	1,02,541	Nil	Nil		1,48,532	1,48,532	Nil	1,48,532
1,48,532	1,48,532	Nil	Nil	(i) Interest on capital cost of vehicles	1,39,344	Nil	Nil	1,39,344
34,069	32,598	1,471	Nil	(j) Interest on capital cost of buildings	32,545	3,019	Nil	35,564
4,64,753	4,13,451	51,123	179	Total sundry receipts	3,15,370	6,458	110	3,21,938
5,00,113	4,40,292	59,083	738	Total miscellaneous earnings including refunds and remissions	3,48,987	15,970	1,135	3,66,092
				Deduct—				
2,764	2,072	692	Nil	(a) Refunds of earnings collected (1) Rents and Tolls	193	78	Nil	271
12	8	4	Nil	(2) Sundry receipts	16	1	Nil	17
2,776	2,080	696	Nil		209	79	Nil	288
Nil	Nil	Nil	Nil	(b) Remissions of earnings not collected	Nil	Nil	Nil	Nil
2,776	2,080	696	Nil	Total refunds and remissions	209	79	Nil	288
4,97,537	4,38,212	58,387	738	Total excluding refunds and remissions	3,48,778	15,891	1,135	3,65,804

JODHPUR RAILWAY

No XII—Statement of Outstanding Earnings for the year ending 31st March 1930

	Outstanding on						Reason for outstanding in previous Column
	Last day of year			Date of preparation of this statement			
	Rs	a	p	Rs	a	p	
Due from construction accounts				.			
" Government	Postal Department	43	9	43	9	7	Acceptance awaited
" "	Civil	12,437	11	9,724	7		Payment awaited
" "	Military						
" "	Telegraph						
" public Companies and Traders		2,166	9	2,158	11		Payment awaited
" Other Railways		3,657	4	3,580	12		
" Traffic Department		1,61,750	5	1,18,638	8	3	Station outstanding
Due On account of carriage of Revenue Stores							
" From Engineering Department		1,147	9	926	11	9	
Locomotive	"			"			

Jodhpur R

Acceptance of bills awaited

Substitute the following for statements of Section II of the Annual Statement ending 31st March 1930

JODHPUR HYDERABAD R

No. X

Dr.	Net Revenue Accounts for the		Cr.
	Rs.		Rs.
To interest on Capital Outlay ..	3,53,546		5,40,103
To Balance being Surplus Profit ...	1,86,557		*
Total ..	5,40,103		*

March 1930

Memo showing how the above interest

Interest to date as per Appendix for 1929-30 ...

Deduct—Interest to end of statement No. XVI of the previous year

Interest for the year ending 31st March 1930

ABSTRACT III

No XI.—*Miscellaneous Earnings*

31st March 1929

31st March 1930.

JODHPUR RAILWAY

No XII.—Statement of Outstanding Earnings for the year ending 31st March 1930

	Outstanding on			Reason for outstanding in previous Column		
	Last day of year		Date of preparation of this statement			
Due from construction accounts	Rs	a	p	Rs	a	p
Postal Department	43	9		43	9	
Government	12,437	11		9,724	7	
Civil						Acceptance awaited
Military						Payment awaited
Telegraph						
public Companies and Traders	2,166	9		2,158	11	
Other Railways	3,657	4		3,580	12	
Traffic Department	1,61,750	5	3	1,13,638	8	3
Due On account of carriage of Revenue Stores						Station outstandings
From Engineering Department	1,147	9	9	926	11	9
Locomotive						
Carriage and Wagon Department						
Traffic	do	1,056	5	974	3	
Stores	do	51	15	51	15	
Medical	do					Acceptance of bills awaited
Sundries	do					
Total	1,82,811	4	3	1,81,098	13	

No XIII.—Statement of Surplus Profits for the year ending 31st March 1930

—Nil—

JODHPUR-HYDERABAD RAILWAY—(British Section)

No XIV Vide Slip

Net Revenue Account for the year ending 31st March 1930

Dr			Cr
To Interest on Capital Outlay	Rs	By Net Earnings of the year as per Form No VIII	Rs
Balance, being surplus profits	*	Balance, being net loss	*
Total	*	Total	*

Memo showing how the above interest has been calculated during the year ending 31st March 1930.

Total Outlay to end of This half Outlay from to (Rs)

Interest on Rs for 6 months—Rs

* The figures will be advised later on.

JODHPUR-HYDERABAD RAILWAY—(British Section)

Dr

XV—Account of Total Net Receipt

Cr

To Net earnings to end of previous year ,...	Rs 1,37,36,277	By amount outstanding at debit of Traffic Account ..	Rs —63,322
To Net earnings for current year	5,40,103		
To amount of Demands payable at end of year .	1,11,169	By amount outstanding at debit of Revenue Suspense ..	...
To Foreign Railways		By amount of Net receipts	1,44,50,871
Total ...	1,43,87,549	Total	1,43,87,549

No. XVII.—Interest Account.

No XVI

Interest Account.

Dr.

Cr

Cr.

Rs

59,627

To Amount of Net Receipts from Account No. XV	... 1,44,50,871	By Interest to end of previous year .	55,59,627
		By Interest during current year .	3,53,546
		By Balance of net Receipt, in excess of Interest of Capital Account ...	85,37,698
Total ..	1,44,50,871	Total ..	1,44,50,871

Jodhpur.
Dated 4th Sept. 1930. }

A. W. WOOD,
Auditor of Accounts,
Jodhpur Railway.

Cr.

Rs

63,322

...

...

...

Total ..	1,43,87,549	„ Government ..	1,44,50,871
		Total	1,43,87,549

No. XVIII.—Abstract of Returned Stores—Nil.

JODHPUR RAILWAY.

(Metre-Gauge System)

Certified that the foregoing Accounts of the Jodhpur Railway, Jodhpur-Hyderabad Railway (British Section), Sind Light Railway, for the year ending 31st March 1930 are correct and have been prepared strictly in accordance with the orders in force.

COMMANDER A. W. WOOD,
AUDITOR OF ACCOUNTS,
Jodhpur Railway

Dated, the 20th June 1930.

J. W. GORDON, MAJOR,
MANAGER,
Jodhpur Railway.

Certificate respecting the Permanent Way, etc.

I hereby certify that the whole of the Permanent Way, Stations, Buildings, Telegraphs, etc, have during the past year, been maintained in good working condition and repair

J. W. GORDON, MAJOR,
MANAGER,
Jodhpur Railway.

Dated, the 14th April 1930.

E. E. V. TEMPERLEY, MAJOR,
DEPUTY MANAGER (ENGINEERING),
Jodhpur Railway.

Certificate respecting the Rolling Stock.

I hereby certify that the whole of the plant, Engines, Tenders, Carriages, Wagons, Machinery and Tools, have during the past year, been maintained in good working order and repair

J. W. GORDON, MAJOR,
MANAGER,
Jodhpur Railway
Dated, the 14th April 1930.

J. H. STIRLING,
Loco, CARRIAGE & WAGON SUPDT,
Jodhpur Railway.

Confirmed.

Bombay,
Dated the 17th April 1930 }

G. W. N. ROSE,
SENIOR GOVT INSPECTOR OF RAILWAYS,
Circle No. 5.

**JODHPUR RAILWAY
ANNUAL REPORT
1929-30.**

**SECTION III.
ANALYSIS OF WORKING
(Statistical Statements)**

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SECTION III

ANALYSIS OF WORKING.

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Statements of Rolling Stock for the year ended 31st March 1930.		
Locomotives	3A .	4
Rail Motor, Steam Coaches and Electric Motor Coaches	3B	4
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Statement of Passenger Revenue statistics	9 .	12-13
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" Train and Engine Mileage	11 .	16-17
" Train and Engine hours	12 .	17-18
" Vehicle miles	13	18-19
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" Running of Trains	15 ...	20
" Loads of Trains	16 .	21
" Shunting and Light running	17	21
" Engine usage	18	22
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" Coal Consumption	22	24
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" Rail motor performance		32
" Electric train performance		32

STATISTICAL STATEMENTS.

No 1—DESCRIPTION OF RAILWAY WORKED

For the year ended 31st March 1930

Item	Headings	GAUGE				
		3'-3 $\frac{3}{5}$ "				
1 01	Mean mileage worked Miles					909 83
1 02	Number of stations No					145
1 02 (a)	Number of block-huts, branch booking offices and out agencies No					Nil
1 03	Total length of the following gradients—					
	(a) 1/50 and less Miles					0 51
	(b) 1/51 to 1/80 . . . . . "					.. ..
	(c) 1/81 to 1/100 "					1 47
	(d) 1/101 to 1/200 "					195 46
	(e) 1/201 to 1/300 "					69 53
	(f) Total "					266 97
1 04	Steepest gradient worked—					
	(a) Length "					0 51
	(b) Inclination "					1/50
1 05	Maximum degree of curvature and radius—					
	(a) Degree of curvature "					8°
	(b) Radius in feet "					716'
1 06	Ratio of curve to total length of line (expressed as a percentage)					8 76
1 07	Average amount of curvature per mile Degrees					11 74

No 2—Statement showing the mileage open and under construction on 31st March 1930

Item	Headings	RAILWAY COMPRISING THE SYSTEM		
		Jodhpur Railway	Jodhpur Hyderabad Railway	Mirpurkhas Khadro Branch
2 01	Gauge	3'-3 $\frac{3}{8}$ "	3'-3 $\frac{3}{8}$ "	3'-3 $\frac{3}{8}$ "
2 02	Route mileage— Single	(a) 726 94	174 41	49 50
2 03	Double line			
2 04	Treble lines, etc, as the case may be			
2 05	Total	726 94	174 41	49 50
2 06	Track mileage— Running track (treating double, treble, etc, lines as 2, 3 or more tracks)	726 94	174 41	49 50
2 07	Transportation sidings	99 39	38 05	3 14
2 08	Commercial sidings	13 27	5 22	0 48
2 09	Total	839 60	217 68	53 12
2 10	Mileage opened during the year 1929 30— Section (see details below)			
2 11	Date of first opening for traffic (see details below)			
2 12	Miles (single, double, treble, etc, or sidings)	32 69		
2 13	Working Agency		Jodhpur Railway	
2 14	Constructing Agency	Jodhpur Darbar	British Government	Sind Light Ry Co
2 15	Route mileage authorised but not open for traffic on 31st March 1930— Sanctioned—Section (see details below)			
2 16	Miles	52 38		
2 17	Under construction—Section	Ledermer-Blunmal		
2 18	Miles	6 06		
2 19	Proportion of work completed on 31st March 1930	95% of all works completed		
2 20	Mileage worked on foreign railways in exercise of running powers or under some other arrangement			
2 21	Classification of line	Indian State Line	State line	Unassisted Companies lines

NOTE—(a) Difference of 0 99 is due to the fact that last year mileage 0 99 were accounted for under commercial sidings instead of route mileage.

Items 2 10, 2 11 and 2 12—

Name of Section
Jalore Sarat
Sarat Modra
Modra Ledermer

Date of opening
15 2 1930
1 3 1930
15 3 1930

Miles
18 01
3 14
11 11

} For Goods Traffic only

Item 2 15—

Bilara Jaitaran
Phalodi Pokaran

Total

32 69

15 58

37 00

Total

52 38

No 3A -STATE

NUMBER AND DESCRIPTION OF LOCOMOTIVES IN SER
VICEABLE ORDER AT THE END OF
THE YEAR (vide COLUMN 24)

NUMBER AND DESCRIPTION OF LOCOMOTIVES IN SERVICE AT THE END OF THE PREVIOUS YEAR (vide Column 24)	NUMBER OF AUTHORISED AND SERVICEABLE LOCOMOTIVES AT THE END OF THE PREVIOUS YEAR	CHANGES IN THE SANCTIONED AUTHORISED LOCOMOTIVES DURING THIS YEAR	
		Authorised list	Replaced list
1	1	1	1
2	1	1	1
3	1	1	1
4	1	1	1
5	1	1	1
6	1	1	1
7	1	1	1
8	1	1	1
9	1	1	1
10	1	1	1
11	1	1	1
12	1	1	1
13	1	1	1
14	1	1	1
15	1	1	1
16	1	1	1
17	1	1	1
18	1	1	1
19	1	1	1
20	1	1	1
21	1	1	1
22	1	1	1
23	1	1	1
24	1	1	1
25	1	1	1
26	1	1	1

There are 9 spare boilers on this Railway
No. 33—Sparement of Rail Motors. Steam Co.

No 33—Statement of Rail Motors, Steam Coaches, Interval Combustion Coaches & Electric motor coaches—111

No 4—Statement of Rolling Stock for the Year Ended 31st March 1930—Catching Stock—Metre Gauge—

Description of stock (vide column 24)	Number of authorised and serviceable stock at the end of the previous year	Changes in serviceable stock during the year		5
		Authorised list	Placed list	
Type				
1				
10. Locomotives in tone of each description				
3. First class				
4. Second class				
5. Intermediate				
6. Third class				
7. Authorised stock at the end of the previous year				
8. Authorised stock not constructed at the end of the previous year				
9. Authorised stock not to be included in the previous year				
11. Serviceable stock at the end of the previous year (— Column 7—9+10)				
12. Stock reprieved but still running on the line at the end of the previous year				
13. Stock reprieved but still running on the line at the end of the previous year				
14. Authorised stock not constructed at the end of the previous year				
15. Authorised stock not to be included in the previous year				
16. New additions (Add. minus columns 8 and 12)				
17. Purchase returns (Add. minus columns 9 and 20)				
18. Increase	17	18		
19. Decrease	19	19		
20. Authorised stock condemned or sold not to be reprieved	20			
21. Authorised stock condemned or sold not to be reprieved	21			
22. Authorised stock condemned or sold not to be reprieved	22			
23. Authorised stock condemned or sold not to be reprieved	23			
24. Authorised stock condemned or sold not to be reprieved	24			
25. Authorised stock condemned or sold not to be reprieved	25			
26. Authorised stock condemned or sold not to be reprieved	26			
27. Purchase returns (Add. minus columns 9 and 20)				
28. Authorised stock not to be reprieved				
29. Authorised stock not to be reprieved				
30. Authorised stock not to be reprieved				
31. Authorised stock not to be reprieved				
32. Authorised stock not to be reprieved				
33. Total	33	33		
34. Bogie	644	712	61	
35. 6-wheeled	173	556	71	
36. 4-wheeled	71	17	13	
37. 6-wheeled	783	88	10	
38. 4-wheeled	733	33	8	
39. 6-wheeled	733	33	8	
40. Bogie	783	88	10	
41. 6-wheeled	783	88	10	
42. 4-wheeled	71	17	13	
43. 6-wheeled	783	88	10	
44. 4-wheeled	71	17	13	
45. 6-wheeled	783	88	10	
46. 4-wheeled	71	17	13	
47. 6-wheeled	783	88	10	
48. 4-wheeled	71	17	13	
49. 6-wheeled	783	88	10	
50. 4-wheeled	71	17	13	
51. 6-wheeled	783	88	10	
52. 4-wheeled	71	17	13	
53. 6-wheeled	783	88	10	
54. 4-wheeled	71	17	13	
55. 6-wheeled	783	88	10	
56. 4-wheeled	71	17	13	
57. 6-wheeled	783	88	10	
58. 4-wheeled	71	17	13	
59. 6-wheeled	783	88	10	
60. 4-wheeled	71	17	13	
61. 6-wheeled	783	88	10	
62. 4-wheeled	71	17	13	
63. 6-wheeled	783	88	10	
64. 4-wheeled	71	17	13	
65. 6-wheeled	783	88	10	
66. 4-wheeled	71	17	13	
67. 6-wheeled	783	88	10	
68. 4-wheeled	71	17	13	
69. 6-wheeled	783	88	10	
70. 4-wheeled	71	17	13	
71. 6-wheeled	783	88	10	
72. 4-wheeled	71	17	13	
73. 6-wheeled	783	88	10	
74. 4-wheeled	71	17	13	
75. 6-wheeled	783	88	10	
76. 4-wheeled	71	17	13	
77. 6-wheeled	783	88	10	
78. 4-wheeled	71	17	13	
79. 6-wheeled	783	88	10	
80. 4-wheeled	71	17	13	
81. 6-wheeled	783	88	10	
82. 4-wheeled	71	17	13	
83. 6-wheeled	783	88	10	
84. 4-wheeled	71	17	13	
85. 6-wheeled	783	88	10	
86. 4-wheeled	71	17	13	
87. 6-wheeled	783	88	10	
88. 4-wheeled	71	17	13	
89. 6-wheeled	783	88	10	
90. 4-wheeled	71	17	13	
91. 6-wheeled	783	88	10	
92. 4-wheeled	71	17	13	
93. 6-wheeled	783	88	10	
94. 4-wheeled	71	17	13	
95. 6-wheeled	783	88	10	
96. 4-wheeled	71	17	13	
97. 6-wheeled	783	88	10	
98. 4-wheeled	71	17	13	
99. 6-wheeled	783	88	10	
100. 4-wheeled	71	17	13	
101. 6-wheeled	783	88	10	
102. 4-wheeled	71	17	13	
103. 6-wheeled	783	88	10	
104. 4-wheeled	71	17	13	
105. 6-wheeled	783	88	10	
106. 4-wheeled	71	17	13	
107. 6-wheeled	783	88	10	
108. 4-wheeled	71	17	13	
109. 6-wheeled	783	88	10	
110. 4-wheeled	71	17	13	
111. 6-wheeled	783	88	10	
112. 4-wheeled	71	17	13	
113. 6-wheeled	783	88	10	
114. 4-wheeled	71	17	13	
115. 6-wheeled	783	88	10	
116. 4-wheeled	71	17	13	
117. 6-wheeled	783	88	10	
118. 4-wheeled	71	17	13	
119. 6-wheeled	783	88	10	
120. 4-wheeled	71	17	13	
121. 6-wheeled	783	88	10	
122. 4-wheeled	71	17	13	
123. 6-wheeled	783	88	10	
124. 4-wheeled	71	17	13	
125. 6-wheeled	783	88	10	
126. 4-wheeled	71	17	13	
127. 6-wheeled	783	88	10	
128. 4-wheeled	71	17	13	
129. 6-wheeled	783	88	10	
130. 4-wheeled	71	17	13	
131. 6-wheeled	783	88	10	
132. 4-wheeled	71	17	13	
133. 6-wheeled	783	88	10	
134. 4-wheeled	71	17	13	
135. 6-wheeled	783	88	10	
136. 4-wheeled	71	17	13	
137. 6-wheeled	783	88	10	
138. 4-wheeled	71	17	13	
139. 6-wheeled	783	88	10	
140. 4-wheeled	71	17	13	
141. 6-wheeled	783	88	10	
142. 4-wheeled	71	17	13	
143. 6-wheeled	783	88	10	
144. 4-wheeled	71	17	13	
145. 6-wheeled	783	88	10	
146. 4-wheeled	71	17	13	
147. 6-wheeled	783	88	10	
148. 4-wheeled	71	17	13	
149. 6-wheeled	783	88	10	
150. 4-wheeled	71	17	13	
151. 6-wheeled	783	88	10	
152. 4-wheeled	71	17	13	
153. 6-wheeled	783	88	10	
154. 4-wheeled	71	17	13	
155. 6-wheeled	783	88	10	
156. 4-wheeled	71	17	13	
157. 6-wheeled	783	88	10	
158. 4-wheeled	71	17	13	
159. 6-wheeled	783	88	10	
160. 4-wheeled	71	17	13	
161. 6-wheeled	783	88	10	
162. 4-wheeled	71	17	13	
163. 6-wheeled	783	88	10	
164. 4-wheeled	71	17	13	
165. 6-wheeled	783	88	10	
166. 4-wheeled	71	17	13	
167. 6-wheeled	783	88	10	
168. 4-wheeled	71	17	13	
169. 6-wheeled	783	88	10	
170. 4-wheeled	71	17	13	
171. 6-wheeled	783	88	10	
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184. 4-wheeled	71	17	13	
185. 6-wheeled	783	88	10	
186. 4-wheeled	71	17	13	
187. 6-wheeled	783	88	10	
188. 4-wheeled	71	17	13	
189. 6-wheeled	783	88	10	
190. 4-wheeled	71	17	13	
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211. 6-wheeled	783	88	10	
212. 4-wheeled	71	17	13	
213. 6-wheeled	783	88	10	
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229. 6-wheeled	783	88	10	
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263. 6-wheeled	783	88	10	
264. 4-wheeled	71	17	13	
265. 6-wheeled	783	88	10	
266. 4-wheeled	71	17	13	

(ii) Composite passenger carriages excluding those fitted with

brake van or mail accommodation —

Second and 1st class

4 wheeled

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Composite I and II class

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No 4—STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31ST MARCH 1930—Coaching stock—Metre Gauge—(Concluded)

DESCRIPTION OF STOCK (Line column 24)	NUMBER OF AUTHORISED STOCK AT THE END OF THE PREVIOUS YEAR	CHANGES IN STOCK DURING THE YEAR		REPLACED LIST
		CHANGES IN THE STOCK DURING THE YEAR	AUTHORISED STOCK DURING THE YEAR	
Type	1			
1. Average weight in tons of each description of vehicle				
2. Other coaching vehicles—				
(i) Luggage and brake vans ¹ wheeled with multi-axle accommodation (excluding the forming part of composite passenger carriages)	7 93	17 0	3	
(ii) Brake vans fitted with Mail (Newspaper letter sorting)				
(iii) Freight Vans	7 93	4	4	
(iv) CARRIAGES AND MOTOR VANS	7 59	7 87	8	
(v) Horse vans	7 87	7 79	7	
(vi) Luggage vans	7 79	7 79	7	
(vii) Miscellaneous (excluding departmental)				
Total other coaching vehicles		22	3	
3. Brake vans used exclusively on passenger service	7 93	10	10	
Total	19 6	19 6	4	
Total coaching vehicles (excluding departmental)	190 312	1,017 10,410	14 209	1 273
			207	207
			14	14
			4	4
			10	10
			22	22
			1	1
			14	14
			272	272
			3	3

4	Departmental (including officer's carriages) { 4 wheeled	9 10	19 5	18	18	18	18
5	Trailer coaches—			3	3	3	3
(a) Electric—							
Composite 1st, 2nd and 3rd							
Uniform class	(Third)						
Driving	(Third)						
	Total			21	21	21	21
(ii) Steam—							
Composite 1st, 2nd and 3rd							
Uniform class	(Third)						
Driving	(Third)						
	Total						
Total coaching vehicles (including departmental)		199	312	1,017	10,410	290	290
					4	291	291
						1	293
							3

7 Bogie State Saloons are in charge of this Railway, which are built from other than Railway funds (i.e. from Jodhpur State expenses)

Column No 23 One Third Class was taken off from the replaced last.

No 6—STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31st MARCH 1930

Goods Stock—Mileage Gauge

DESCRIPTION OF STOCK (see column 22)	NUMBER OF AUTHORIZED AND SERVICEABLE STOCK AT THE END OF THE PREVIOUS YEAR	CHANGES IN SERVICEABLE STOCK DURING THE YEAR		REPLACED LIST
		CHANGES IN THE SANCTIONED AUTHORIZED STOCK DURING THE YEAR	TRANSFERRED FROM CLASSES OR GROUPS	
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EXPLANATORY NOTES TO STATEMENT No 6.

Goods Stock

COVERED WAGONS —

Over 15 and upto 20 tons

Item Nos 11 and 17

One wagon No 9,195 was converted to
Engineering Brake Down Van No
3,521

OPEN WAGONS HIGH SIDED

There are no high sided wagons on this
Railway

OPEN WAGONS LOW SIDED —

Over 10 and upto 15 tons

Item No 16

Four wagons were released from Depart-
mental use

PETROL TANK WAGONS BOGIE —

Item No 10 and 13

One of 1930-31

Item No 14

Two of 1929-30

OIL TANK WAGONS BOGIE —

Item No 10 and 13

One of 1930-31,

DEPARTMENTAL WAGONS.—

Accident Vans

Item No 16

See remarks against covered wagons over
15 and upto 20 tons

RUNNING WATER TANKS BOGIE.—

Item Nos. 6 and 14.

Three of 1929-30

No 9 Statement of Coaching Revenue Statistics.

Item	Heading	Amount or Number
	Passengers originating on home line whether local or foreign (in hundreds)—	
9 01	1st	27
9 02	2nd	223
9 03	Inter	925
9 04	3rd	32,164
9 05	Total	33,339
9 06	Other traffic	3,746
9 07	Total (Items 9 01 to 9 06)	37,085
	No of passengers carried (in hundreds)—	
9 08	1st	43
9 09	2nd	297
9 10	Inter	978
9 11	3rd	35,767
9 12	Total (Items 9 08 to 9 11)	37,085
	Passenger miles (in thousands)—	
9 13	1st	540
9 14	2nd	3,114
9 15	Inter	4,473
9 16	3rd	151,309
9 17	Total	159,436
	Average number of miles a passenger was carried—	
9 18	1st	124 6
9 19	2nd	105 0
9 20	Inter	45 7
9 21	3rd	42 3
9 22	Total	43 0
	Number of and earnings from passengers carried on the system—	
	<i>Full fares—</i>	
9 23	1st	3,429
9 24	2nd	20,538
9 25	Inter	91,796
9 26	3rd	3,512,361
9 27	Total	3,628,124
	<i>Season and Zone tickets—</i>	
9 28	1st	..
9 29	2nd	
9 30	Inter	
9 31	3rd	3,054
9 32	Total	3,054
		2,194

No. 9 — Statement of Passenger Revenue Statistics—concl'd.

Item	Heading	Number carried	Earnings
	<i>Other traffic carried at less than full fares—</i>		
9 33	1st	904	8,364
9 34	2nd	9,117	25,280
9 35	Inter	6,006	6,534
9 36	3rd	61,252	47,487
9 37	Total	77,279	87,665
	<i>Total traffic—</i>		
9 38	1st	4,333	63,164
9 39	2nd	29,655	1,84,817
9 40	Inter	97,802	1,17,897
9 41	3rd	3,576,667	31,98,641
9 42	Total	3,708,457	35,64,019

Earnings from passengers carried on the system by zones excluding military passengers and passengers holding season tickets—

Item	Class	1—50 miles		51—150 miles		151—300 miles		Over—300 miles		Total	
		No	Rs	No	Rs	No	Rs	No	Rs	No	Rs
9 43	1st	1,372	5,111	1,927	22,022	279	6,228	732	27,356	4,310	60,717
9 44	2nd	15,347	21,548	8,291	46,084	935	11,175	4,889	1,00,185	29,412	1,78,992
9 45	Inter	74,577	45,737	20,427	46,801	915	4,562	1,851	16,155	97,770	1,12,755
9 46	3rd	2,662,429	10,74,815	707,600	13,28,309	68,995	2,66,556	71,266	5,03,201	3,570,290	31,78,681
9 47	Total	2,768,725	11,47,211	798,245	14,42,716	71,124	2,88,521	78,688	6,62,697	3,701,782	35,81,345

Earnings from passengers carried including refunds and remissions
(in thousands)—

9 48	1st		63
9 49	2nd		1,85
9 50	Inter		1,17
9 51	3rd		31,99
9 52	Total		35,64
	Average rate (in pies) charged per passenger per mile—		
9 53	1st		22 4
9 54	2nd		11 4
9 55	Inter		5 04
9 56	3rd		4 06
9 57	Total		4 29
9 58	Total parcel earnings including refunds and remissions (in thousands)		3,17
	Total parcel earnings of the system by zones—		
9 59	1 to 50 miles		18,708
9 60	51 to 150 miles		67,459
9 61	151 to 300 miles		30,698
9 62	Over 300 miles		2,00,279
9 63	Total		3,17,189
9 64	Other miscellaneous coaching earnings including refunds and remissions (in thousands)		2,14
9 65	Total other coaching earnings (Items 9 58+9 64)		5,81
	Total coaching earnings (in thousands)—		
9 66	Total including refunds, etc		40,95
9 67	Refunds and remissions	...	4
9 68	Total excluding refunds, etc		40,91

No 10 —Statement of Goods Revenue Statistics —*contd*

Item	Heading	Amount or Number
10 01	Tons originating on home line (whether local or foreign)— Coal for the public	90
10 02	Coal for foreign railways and Home line construction	
10 03	Coal for home line	7,676
10 04	Grain and oil seeds	38,063
10 05	Other commodities (including other revenue stores)	618,845
10 06	Total (items 10 01 to 10 05)	664,174
10 07	Other traffic	347,987
10 08	Total (items 10 06 + 10 07)	1,012,161
10 09	No of tons terminating	728,717
10 10	No of tons of cross traffic	120,579
10 11	No of tons carried (in thousands)— Coal for the public	10
10 12	Coal for foreign railways and Home line construction	
10 13	Coal for home line	53
10 14	Grain and oil seeds	153
10 15	Other commodities (including other revenue stores)	796
10 16	Total (items 10 11 to 10 15)	1,012
10 17	Actual number of tons carried on the system	1,012
10 18	Net ton miles (in thousands)— Coal for the public	1,269
10 19	Coal for foreign railways and Home line construction	
10 20	Coal for home line	10,877
10 21	Grain and oil seeds	23,159
10 22	Other commodities (including other revenue stores)	89,019
10 23	Total (items 10 18 to 10 22)	124,324
10 24	Average miles a ton of goods was carried— Coal for the public	127
10 25	Coal for foreign railways and Home line construction	
10 26	Coal for home line	206
10 27	Grain and oil seeds	151
10 28	Other commodities (including other revenue stores)	112
10 28	Total coal excluding coal for home line	127
10 29	Total goods including coal	123

No. 10 —Statement of Goods Revenue Statistics—Concl'd

Item	Heading.	Amount or Number
	Earnings from goods carried including refunds and remissions (in thousands)—	
10 30	Coal for the public .	17
10 31	Coal for foreign railways and Home line construction	
10 32	Coal for Home line	1,09
10 33	Grain and oil seeds	10,74
10 34	Other commodities (including other revenue stores)	37,37
10 35	Total (items 10 30 to 10 34)	49,37
	Average rate (in pies) charged for carrying a ton of goods one mile—	
10 36	Coal for the public .	2 50
10 37	Coal for foreign railways and Home line construction	
10 38	Coal for home line .	1 92
10 39	Grain and oil seeds	8 90
10 40	Other commodities (including other revenue stores)	8 06
10 41	Total goods including coal	7 62
10 41a	Total coal excluding coal for home line	2 50
10 42	Total other goods earnings including refunds and remissions (in thousands)	19
	Total goods earnings (in thousands)—	
10 43	Total including refunds etc	49,56
10 44	Refunds and remissions	45
10 45	Total excluding refunds, etc	49,11
10 46	Total electric telegraph earnings (in thousands) .	11
10 47	Total Sundry earnings (in thousands) (excluding refunds, etc)	3,55
10 48	Total gross earnings (in thousands) (excluding refunds, etc)	93,68
	Steam boat earnings (already included in respective coaching and goods earnings)—(excluding refunds, etc)	
10 49	Coaching	Nil
10 50	Goods	Nil.
10 51	Total	Nil.

No. 11.—Statement of Train and Engine Mileage —*contd*

Item	Heading	Amount or Number
	<i>Train Miles—</i>	
11 01	Passenger	469,491
11 02	Goods— (a) Main line	300,954
	(b) Branch line	15,577
	(c) Total	316,531
11 03	Mixed— (a) Passenger proportion	363,839
	(b) Goods proportion	517,650
	(c) Total	880,989
11 04	Passenger and proportion of mixed	882,880
11 05	Goods and proportion of mixed	884,181
11 06	Total (Items 11 04+11 05)	1,667,011
11 07	Departmental— (a) Passenger and total mixed	6,047
	(b) Goods	76,580
	(c) Total [Items 11 07 (a)+11 07 (b)]	82,627
11 08	Rail Motor car miles	Nil
11 09	Steam Coach miles	..
11 10	Internal combustion coach miles	Nil
11 11	<i>Shunting Miles—</i>	
	Passenger and proportion of mixed— (a) Shunting engines	78,285
	(b) Train engines	43,450
	(c) Total	116,735
	Goods and proportion of mixed— (d) Shunting engines	176,355
	(e) Train engines	65,565
	(f) Total	241,920
11 12	<i>Other engine miles—</i>	
	Passenger and proportion of mixed— (a) Assisting required	44
	(b) Assisting not required	2,820
	(c) Light	4,430
	(d) Total 'Other' [Items 11 12 (a) to 11 12 (c)]	7,294

No 11.—Statement of Train and Engine Mileage—*Concl'd*

Item	Heading	Amount or Number
	Goods and proportion of mixed—	
	(e) Assisting required	Nil
	(f) Assisting not required .. .	389
	(g) Light	8,686
	(h) Siding	1,394
	(i) Total 'Other' [Items 11.12 (e) to 11.12 (h)]	10,469
11.13	Departmental (including shunting)—	
	(a) Passenger and total mixed ..	343
	(b) Goods—Engineering	4,206
	(c) Total Goods	29,808
	(d) Total Departmental [Items 11.07 (a) and (b) + 11.13 (a) and (c)] ..	112,778
11.14	Total engine miles—	
	(a) Traffic engine miles—	
	Passenger and proportion of mixed ..	956,859
	(b) Traffic engine miles—	
	Goods and proportion of mixed ..	1,086,570
	(c) Total including departmental [11.13 (d) + 11.14 (a) and (b)]	2,156,207

No 12.—Statement of Train Engine and other Engine Hours —*contd*

12.01	Train hours—Traffic Service—	
	(a) Passenger	24,617
	(b) Mixed	65,643
	(i) Passenger proportion	27,093
	(ii) Goods proportion	38,550
	(iii) Total	65,643
	(c) Goods—	
	(i) Main line	27,705
	(ii) Branch line	1,463
	(iii) Total	29,168
12.02	Shunting hours—	
	(a) Passenger and proportion of mixed ..	23,847
	(b) Goods and proportion of mixed ..	48,384

No 12.—Statement of Train Engine and other Engine Hours—*Contd*

Revised figures based on instructions for the year 1928 29	Item	Heading	Amount or Number
	12 03	Other engine hours—	
		(a) Passenger and proportion of mixed	24,505
		(b) Goods and proportion of mixed	24,668
		(c) Siding engine hours	204
	12 04	Total engine hours—Traffic Service—	
100,569		(a) Passenger and proportion of mixed	99,562
155,260		(b) Goods and proportion of mixed (including siding)	140,974
	12 05	Departmental Engine hours—	
		(a) Passenger and total mixed	1,007
		(b) Goods	14,286
Not available		(c) Total	15,293
	12 06	Total engine hours [12 04 (a) and (b)+12 05 (c)]	255,829
	12 07	Percentage of passenger and proportion of mixed train engine hours to total engine hours (Passenger and proportion of mixed)	52
	12 08	Percentage of goods and proportion of mixed train engine hours to total engine hours (Goods and pro- portion of mixed)	48

No 13.—Statement of Vehicle and Wagon Miles—*Contd*

13 01	Passenger trains—		
	(a) Coaching vehicles		8,746,174
	(b) Other vehicles		649,743
	(c) Total		9,395,917
13 02	Mixed (passenger proportion)—		
	(a) Coaching vehicles		8,994,404
	(b) Other vehicles		132,797
	(c) Total		9,127,201
13 03	Total Passenger and proportion of mixed—		
	(a) Coaching vehicles		17,740,578
	(b) Other vehicles		782,540
	(c) Total		18,523,118
13 04	Goods trains—		
	(i) Main lines—		
	(a) Loaded		10,968,937
	(b) Total		16,303,902
	(c) Percentage loaded of total		67

No 13 — Statement of Vehicle and Wagon Miles—Concl'd

Item	Heading	Amount or Number
	(u) Branch lines— (a) Loaded (b) Total (c) Percentage loaded of total	205,026 365,461 56
13 05	Mixed trains (goods proportion only)— (a) Loaded (b) Total	10,139,238 13,190,792
13 06	Grand total (including proportion of mixed)— (a) Loaded (b) Total (c) Percentage loaded of total	21,313,201 29,860,155 71
13 07	Departmental— (a) Passenger and total mixed (b) Goods	96,963 3,054,443
13 08	(c) Total Brake Vans— (a) Passenger and total mixed (b) Goods (c) Total	3,151,406 951,280 418,022 1,369,302

No 14 — Statement of Vehicle and Wagon Usage

	<i>Coaching stock —</i>	
14 01	Average authorised stock (in units)— Passenger carriages	227
14 02	Other coaching vehicles	63
	<i>Average number on the line—</i>	
14 03	Passenger carriages— In units	231
14 04	In terms of four-wheelers	390
	<i>Other coaching vehicles—</i>	
14 05	In units	27
14 06	In terms of four wheelers	35
14 07	Vehicle miles per vehicle day	114
	<i>Goods stock—</i>	
14 08	Average authorised stock (in units)	2,297
	<i>Average number of wagons owned—</i>	
14 09	In units	2,264
14 10	In terms of four-wheelers	2,544
14 11	Average number of wagons on the line daily pooled and non-pooled (in terms of four-wheelers)	2,520
	<i>Average wagon load—</i>	
14 12	Starting load— Coal and coke (including revenue coal and coke)	10 4
14 13	Heavy merchandise	8 31
14 14	Light merchandise	3 31
	<i>During the run—</i>	
14 15	All traffic	5 34
14 16	Wagon miles per wagon day	30 8
14 17	Net ton miles per wagon day	124

No. 15 — Statement of Running of Trains.

Item	Heading	Amount or Number
		Railway's own trains
	Running of passenger and mixed trains (Traffic)—	
	(a) Mail and important through trains—	
15 01	Total number of trains run	2,192
15 02	Number of trains not losing time	2,053
15 03	Percentage of trains not losing time	93 7
15 04	Average time table speed ..	18 3
	(b) Suburban trains—	
15 05	Total number of trains run	
15 06	Number of trains not losing time	
15 07	Percentage of trains not losing time	
15 08	Average time table speed	
	(c) Mixed trains—	
15 09	Total number of trains run	14,896
15 10	Number of trains not losing time	13,124
15 11	Percentage of trains not losing time	88 1
15 12	Average time table speed	13 0
	(d) Other passenger trains—	
15 13	Total number of trains run	730
15 14	Number of trains not losing time	553
15 15	Percentage of trains not losing time	75 8
15 16	Average time-table speed	19 0
	Average speed of Goods trains—	
	Ordinary goods trains—	
15 17	Main lines—Train miles per train engine hour	10 73
15 18	Branch lines—Train miles per train engine hour	10 65
15 19	Total—Train miles per train engine hour	10 72
	All Goods trains—	
15 20	Main lines—Train miles per train engine hour	10 75
15 21	Branch lines—Train miles per train engine hour	10 65
15 22	Total—Train miles per train engine hour ..	10 74

No. 16.—Statement of Loads of Trains.

Item	Heading	Amount or Number
16 01	Net or freight ton miles (goods and proportion of mixed)	113,707,657
	Gross ton miles (<i>excluding</i> weight of engine and departmental)—	
16 02	Passenger and proportion of mixed	185,292,867
16 03	Goods and proportion of mixed	202,381,262
	Gross ton miles (<i>including</i> weight of engine but excluding departmental)—	
16 04	Passenger and proportion of mixed	233,844,671
16 05	Goods and proportion of mixed	301,122,457
	Gross ton miles (<i>including</i> weight of engine and departmental)—	
16 06	Passenger and proportion of mixed	235,131,442
16 07	Goods and proportion of mixed	322,122,898
	<i>Average train load</i> —	
	Passenger—	
16 08	Number of vehicles	22
16 09	Passenger including proportion of mixed—	
	Gross weight (<i>including</i> weight of engine) Tons	281
	Goods—	
	Main lines—	
16 10	Loaded wagons per train	36
16 11	Total wagons per train	54
16 12	Percentage loaded of total	67
	Branch lines—	
16 13	Loaded wagons per train	13
16 14	Total wagons per train	23
16 15	Percentage loaded of total	56
	Goods including proportion of mixed—	
16 16	Net or freight weight	136
16 17	Gross weight (<i>including</i> weight of engine)	360
16 18	Gross weight (<i>excluding</i> weight of engine)	303

No. 17.—Statement of Shunting and Light Running

17 01	Passenger and proportion of mixed—	
17 02	Shunting miles per 100 train miles	14.02
17 03	Light engine miles per 100 train miles	0.53
	Light and assisting not required miles per 100 train miles	0.87
17 04	Goods and proportion of mixed—	
17 05	Shunting engine miles per 100 train miles	29.00
17 06	Light engine miles per 100 train miles	1.04
	Light and assisting not required miles per 100 train miles	1.09

No. 18.—Statement of Engine Usage

Item	Heading	Amount or Number
18 01	Average authorised stock	104
18 02	Average total number on the line	108
18 03	Average number available for use	92
18 04	Actual number in good repair stored	
	(a) Maximum number in good repair stored	Nil
	(b) Minimum number in good repair stored	Nil
	Average number in use daily on—	
18 05	Passenger service	10
18 06	Mixed service	25
18 07	Goods service	8
18 08	Departmental service	5
18 09	Shunting including siding	9
18 10	Total	57
18 11	Spare	35
18 12	Maximum number in use on any one day	69
18 13	Engine miles per passenger engine per day	130
18 14	Engine miles per mixed engine per day	103
18 15	Engine miles per goods engine per day	128
18 16	Engine miles per day per engine in use	103
18 17	Engine miles per day per engine on the line	55
18 18	Net ton miles per goods locomotive day on the line	4,856
18 19	Net ton miles per goods locomotive day in use	10,861
18 20	Hours worked per day by engines available for use	762

No. 19 —Statement of Density

19 01	Passenger miles per running track miles per annum	168,874 6
19 02	Passenger miles per route mile per annum	168,874 6
19 03	Net ton miles per running track mile per annum	130,750 3
19 04	Net ton miles per route mile per annum	130,750 3
19 05	Gross ton miles (including weight of engine) per running track mile per annum	586,059 1
19 06	Gross ton miles (including weight of engine) per route mile per annum	586,059 1
19 07	Train miles per running track mile per day	505

No. 20 —Statement of Efficiency

	Goods and proportion of mixed—	
20 01	Wagon miles per shunting engine hour	617
20 02	Wagon miles per engine hour	192
20 03	Net ton miles per engine hour	782
20 04	Gross ton miles (including weight of engine) per engine hour	1,940
20 05	Gross ton miles (excluding weight of engine) per train engine hour	3,727

No 21.—Statement of Repair of Rolling Stock.

Item	Heading	Amount or Number
	<i>Engines—</i>	
	Average number under or awaiting repair—	
	In mechanical workshops—	
21 01	Number	10
21 02	Percentage of item 21 01 to average total number on the line	9 25
	In sheds and transportation workshops—	
21 03	Number	6
21 04	Percentage of item 21 03 to average total number on the line	5 55
	<i>Coaching stock—</i>	
	Average number under or awaiting repairs	
	In Mechanical Workshops—	
21 05	Passenger carriages	19
21 06	Other coaching vehicles	5
21 07	Percentage of item 21 05 to average total number on the line	8 22
21 08	Percentage of item 21 06 to average total number on the line	18 5
	In sick lines and transportation workshops—	
21 09	Passenger carriages	Nil.
21 10	Other coaching vehicles	Nil
21 11	Percentage of item 21 09 to average total number on the line	Nil
21 12	Percentage of item 21 10 to average total number on the line	Nil
	<i>Goods stock—</i>	
	Number of unserviceable wagons—	
	In mechanical workshops—	
21 13	Number	42
21 14	Percentage of item 21 13 to average number on line daily	1 67
	In sick lines and transportation workshops—	
21 15	Number	13
21 16	Percentage of item 21 15 to average number on line daily	0 52
	Number of Hot boxes—	
21 17	Coaching	17
21 18	Goods	132

No. 22.—Statement of Coal consumption.

Item	Heading	Amount or Number
22 01	Number of tons of fuel consumed by locomotives—	
22 01	Foreign coal	Nil
22 02	Indian coal	45,445
22 03	Wood	268
22 04	Oil fuel	
22 05	Total (in terms of coal)	45,552
22 06	Number of tons of fuel consumed for all other purposes, such as for pumping engines, workshops, steamers, etc—	
22 06	Foreign coal	
22 07	Indian coal	5,916
22 08	Wood	
22 09	Oil fuel	
22 10	Total (in terms of coal)	5,916
22 11	Total fuel consumed—	
22 11	Foreign coal	
22 12	Indian coal	51,361
22 13	Wood	268
22 14	Oil fuel	
22 15	Total (in terms of coal)	51,468
22 16	Average cost per ton (at pit's mouth or station of supply)	
22 16	Foreign coal	Rs
22 17	Indian coal	"
22 18	Wood	4 32
22 19	Oil fuel	5 00
22 20	Average cost per ton (including all freight, both rail and sea, from pit's mouth or station of supply to engine shed from where issued to locomotives)—	
22 20	Foreign coal	Rs
22 21	Indian coal	"
22 22	Wood	15 50
22 23	Oil fuel	5 00
22 24	Passenger and mixed—	
22 24	Total net tons of coal consumed	28,000
22 25	Passenger and proportion of mixed—	
22 25	lbs of coal consumed per 1,000 gross ton miles	164 3
22 26	Goods—	
22 26	Total net tons of coal consumed	10,276
22 27	Goods and proportion of mixed—	
22 27	lbs of coal consumed per 1,000 gross ton miles	157 1
22 28	Shunting including siding—	
22 28	Total net tons of coal consumed	3,530
22 29	lbs per engine mile	31 50
22 30	Departmental—	
22 30	Total net tons of coal consumed	3,419
22 31	Total tons of coal used on all locomotives services	45,552

No 23 —Statement of Oil consumption

23 01	Lubricating oil used on engines—	
23 01	Total pints—(Passenger and mixed services)	81,993
23 02	Pints per 100 engine miles (Passenger & mixed services)	5 68
23 03	Total pints (Goods services)	17,117
23 04	Pints per 100 engine miles (Goods services)	4 88
23 05	Total pints (all engines)	Not required
23 06	Pints per 100 engine miles (all engines)	Not required
23 07	Total pints of oil used on coaching, goods and departmental vehicles	45,737
23 08	Pints 1,000 vehicle miles (Passenger and goods)	0 86

No. 24 — Statement of Commodities

Item	Commodity	Quantity originating on home line whether local or foreign	Other traffic	Total	Earnings from each commodity
	<i>Fuel—</i>				
24 01	Coal and coke and patent fuel—				Rs
24 02	For the public	90	9,895	9,985	16,533
24 02	For foreign railways and Home line constructions	Nil	Nil	Nil	Nil
24 03	Total	90	9,895	9,985	16,533
24 04	Oil fuel	59	1,244	1,303	17,956
24 05	Firewood and other fuel	4,778	1,005	5,783	14,745
	<i>Heavy merchandise—</i>				
24 06	Rice in the husk	341	152	493	2,224
24 07	Rice not in the husk	1,397	21,829	23,226	2,19,466
24 08	Gram and pulse	3,504	14,591	18,095	1,16,751
24 09	Wheat	5,000	27,138	32,138	2,02,868
24 10	Jawar and bajra	5,343	21,673	27,016	1,79,756
24 11	Other grains	6,054	24,666	30,720	2,07,846
24 12	Marble and stone	101,612	11,650	113,262	3,86,714
24 13	Salt	52,684	1,555	54,239	2,42 468
24 14	Sugar, refined and unrefined	416	12,056	12,472	1,10,812
24 15	Wood, unwrought	687	4,512	5,149	30,875
24 16	Metallic ores	Nil	2	2	34
24 17	Oil seeds	16,424	5,341	21,765	1,45,995
24 18	Cotton, raw pressed	8,624	8,260	16,884	3,06,265
24 19	Petrol (in bulk)	1,240	23	1,263	53,296
24 20	Kerosene oil (in bulk)	Nil	521	521	11,093
24 21	Molasses (in bulk)	Nil	Nil	Nil	Nil
24 22	Total heavy merchandise	203,276	153,969	357,245	22,75,963
	<i>Light merchandise—</i>				
24 23	Cotton, raw, unpressed	8,422	157	8,579	62,532
24 24	Cotton, manufactured	645	8,264	8,909	1,54,639
24 25	Fodder	8,630	2,070	10,700	50,113
24 26	Fruits and vegetables, fresh	1,800	5,045	6,845	44,590
24 27	Gur, jaggery, molasses (not in bulk), etc	608	10,158	10,766	84,165
24 28	Jute, raw	1	60	61	249
24 29	Iron and steel, wrought	2,536	15,618	18,154	3,19,050
24 30	Kerosene oil in tins	64	9,941	10,005	1,85,091
24 31	Petrol in tins	491	1,040	1,531	52,898
24 32	Tobacco	497	3,270	3,767	64,076
24 33	Provisions	4,582	9,980	14,562	1,88,705
24 34	Manures (all kinds)	110	42	152	557
24 35	Total light merchandise	28,386	65,645	94,031	12,06,665
24 36	Other commodities	52,403	50,834	103,237	9,82,810
24 37	Total (General Merchandise)	284,065	270,448	554,513	44,64,938
24 38	Military traffic	Nil	397	397	7,799
24 39	Live Stock	3,261	127	3,388	30,909
24 40	Railway materials	183,410	16,993	150,403	1,38,105
	<i>Materials and stores on revenue account—</i>				
24 41	Fuel	7,676	45,151	52,827	1,08,485
24 42	General Stores and materials	230,835	2,727	233,562	94,552
24 43	Total	238,511	47,878	286,389	2,03,037
24 44	Total—All commodities	664,174	347,987	1,012,161	48,94,022

26
No 25 — General Results of Working

Item	Heading	Percentage or Amount
FINANCIAL RESULTS		
*25 01	Percentage of net earnings (including steam-boat traffic) on capital outlay on lines open and partly open, <i>i.e.</i> , on the revenue earning mileage	Percent 6 37
25 02	Percentage of net earnings on paid up-capital	Percent
OUTLAY, EARNINGS AND EXPENSES		
<i>(Exclusive of steam boat Earnings and Expenditure on the Maintenance and Working of Ferry Steamers and Harbours)</i>		
25 03	Capital outlay per route mile	Rs 50,608 4
25 04	Gross earnings per mean mile worked	Rs 10,296 6
25 05	Gross earnings per mean mile worked per week	Rs 197 4
25 06	Working expenses per mean mile worked per week	Rs 133 0
25 07	Gross earnings per train mile	Rs 5 35
25 08	Working expenses per train mile	Rs 3 60
25 09	Net earnings per train mile	Rs 1 75
25 10	Net earnings per mean mile worked	Rs 3,366 8
25 11	Cost per 1,000 gross ton-miles (including weight of engines)	Rs 10 7
25 12	Percentage of total working expenses on total earnings	Percent 67 30
25 13	Percentage of total working expenses on total earnings, excluding from both sides of the account the expenses and earnings respectively, due to the carriage of revenue stores	Percent 67 00
<i>(Inclusive of Steam-boat Earnings and Expenditure on the Maintenance and Working of Ferry Steamers and Harbours)</i>		
25 14	Percentage of total working expenses on total earnings	Percent 67 30
DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC		
25 15	Total working expenses for both coaching and goods traffic, excluding Expenditure on the Maintenance and Working of Ferry Steamers and Harbours and after deducting telegraph and sundry earnings and leaving only the balance of payments to other lines for mileage, hire charges etc	Rs 59,39,083
25 16	Proportion, dividing expenditures in ratio of gross ton-mileage—	
25 17	Coaching	Rs 25,05,974
	Goods	Rs 34,33,109
COACHING TRAFFIC		
25 18	Coaching earnings per train-mile	Rs 4 89
25 19	Earnings per coaching vehicle per mile	Pies 42 8
25 20	Cost of hauling a passenger train one mile	Rs 3 00
25 21	Cost of hauling a passenger vehicle one mile	Pies 25 9
25 22	Profit on working a passenger train one mile	Rs 1 89
25 23	Profit on working a passenger vehicle one mile	Pies 16 4
GOODS TRAFFIC		
25 24	Goods earnings per train-mile	Rs 5 38
25 25	Earnings per goods vehicle per mile (excluding brakes)	Pies 28 6
25 26	Cost of hauling a goods train one mile	Rs 3 76
25 27	Cost of hauling a goods vehicle one mile	Pies 20 0
25 28	Cost of hauling a goods unit (<i>viz</i> , one ton), one mile	Pies 5 30
25 29	Cost of hauling a goods unit one mile (including interest on capital expended on open lines at the rate of 5½ per cent per annum Rs 15,29,909)	Pies 7 66
25 30	Profit on working a goods train one mile	Rs 1 62
25 31	Profit on working a goods vehicle one mile	Pies 8 60
25 32	Profit on working a goods unit (<i>viz</i> , one ton), one mile	Pies 2 32

Item	Jodhpur Ry	Jodhpur Hyderabad Ry	Mirpurkhas Khadro Ry.
*25 01	6 32	6 45	7 66
+25 03	Rs 53,502 2	47,999 7	17,302 8

No 26 —WORKING EXPENSES
TABLE A
Maintenance of Structural Works

REFERENCE TO ACCOUNTS	Details	Total Amount	a	b	c	d	e
			Per mile of line main trained	Per mile of track in cluding sid ings	Per train mile	Percentage of total expenditure under Abstracts A to G	
			950 55	1,110 40	1,749 638	63 04 597	
A I	GENERAL ADMINISTRATION	Rs	Rs	Rs	Rs	As	
1	<i>Management and Control—</i>						
	<i>(a) Salaries—</i>						
	(i) Administrative and Executive Officers.	79,609	83 73	71 69	0 73	1 26	
	(ii) Subordinate Supervising Staff	41,466	43 61	37 34	0 38	0 66	
	(iii) Office Staff	36,707	38 61	33 06	0 33	0 58	
	<i>(b) Travelling and other compensatory allowances</i>	4,121	4 33	3 71	0 04	0 07	
	<i>(c) Contingent office expenses</i>	14,827	15 59	13 95	0 13	0 23	
	TOTAL GENERAL ADMINISTRATION	1,76,730	185 87	159 15	1 61	2 80	
II	ORDINARY REPAIRS AND MAINTENANCE						
1	<i>Structural Works—</i>						
	(a) Track (Running lines, sidings and yards)	5,84,937	615 17	526 78	5 35	9 28	
	(b) Bridges and Tunnels	17,769	18 60	16 00	0 16	0 28	
	(c) Miscellaneous	1,28,883	135 54	116 07	1 18	2 04	
2	<i>Equipment</i>	55,372	58 23	49 87	0 51	0 88	
3	<i>Conservancy of Rivers</i>						
4	<i>Plantations, Nurseries, Gardens</i>	1,152	1 21	1 04	0 01	0 02	
5	<i>New Minor Works</i>	48,252	50 75	43 45	0 44	0 77	
6	<i>Miscellaneous expenses</i>	47,920	50 40	43 16	0 44	0 76	
	TOTAL ORDINARY REPAIRS AND MAINTENANCE	8,84,285	929 99	796 37	8 09	14 03	
IV	REPLACEMENT AND RENEWALS						
1	<i>Structural Works—</i>						
	(a) Track (Running lines, sidings and yards)	10,05,195	1,057 16	905 26	9 19	15 94	
	(b) Bridges and Tunnels	1,875	1 97	1 69	0 02	0 03	
	(c) Miscellaneous	8,838	9 29	7 96	0 08	0 14	
2	<i>Equipment—</i>						
	TOTAL REPLACEMENT AND RENEWALS	10,15,911	1,068 42	914 91	9 29	16 11	
	TOTAL MAINTENANCE OF STRUCTURAL WORKS	20,76,926	2,184 28	1,870 43	18 99	32 94	
	<i>Deduct —Value of stores returned to stock</i>	55,999	58 89	50 43	0 51	0 89	
	NET TOTAL	20,20,927	2,125 39	1,820 00	18 48	32 05	

No. 26.—Working Expenses.—*Contd*
 TABLE B
Maintenance and Supply of Locomotive Power

REFERENCE TO ACCOUNTS.	Details	a Total Amount	b Per engine mile	c Per 1,000 gross ton miles	d Per train mile	Percentage of total expenditure under Abstracts A to G
						63,04,887
Abstract & minor head	Sub head					
B I	GENERAL ADMINISTRATION.	Rs	Rs	Rs	Rs	
1	Management and Control—					
	(a) Salaries—					
	(i) Administrative & Executive Officers	23,500	0.01	0.04	0.22	0.87
	(ii) Subordinate Supervising Staff	52,080	0.08	0.09	0.48	0.83
	(iii) Office Staff	43,942	0.02	0.08	0.40	0.70
	(b) Travelling & other compensatory allowances	2,745	0.00	0.01	0.02	0.04
	(c) Contingent office expenses	5,820	0.00	0.01	0.05	0.09
	TOTAL GENERAL ADMINISTRATION	1,28,087	0.06	0.28	1.17	2.03
II	ORDINARY REPAIRS AND MAINTENANCE					
1	Locomotives—					
	(a) Running repairs	2,21,568	0.10	0.40	2.03	3.51
	(b) Workshop repairs	2,44,725	0.12	0.44	2.24	3.88
2	Rail motors					
3	Equipment—					
	(a) Machinery and tools	15,231	0.01	0.02	0.14	0.24
	(b) Miscellaneous	1,639	0.00	0.00	0.01	0.03
4	New Minor Works	5,614	0.00	0.01	0.05	0.09
	TOTAL ORDINARY REPAIRS & MAINTENANCE	4,88,777	0.28	0.87	4.47	7.75
III	OPERATING EXPENSES					
1	Running Staff—					
	(a) Wages & allowances of locomotive crews	1,59,256	0.08	0.29	1.45	2.53
	(b) Shed & yard cleaning & fueling staff	42,850	0.02	0.08	0.39	0.67
	(c) Contingent charges including clothing	5,132	0.00	0.01	0.05	0.08
2	Fuel	6,93,991	0.32	1.24	6.35	11.01
3	Water, wages and stores	1,31,455	0.06	0.24	1.20	2.09
4	Oil, tallow, and other stores	24,108	0.01	0.04	0.22	0.38
5	Rail motors					
6	Payments to other railways—Net	94,138	0.04	0.17	0.86	1.49
7	Miscellaneous expenses	30,289	0.02	0.05	0.28	0.48
	TOTAL OPERATING EXPENSES	11,80,719	0.55	2.12	10.80	18.73
IV	REPLACEMENT AND RENEWAL					
1	Locomotives—					
	(a) Workshop charges					
	(b) Direct charges	8,820	0.00	0.02	0.08	0.14
2	Binders—					
	(a) Workshop charges					
	(b) Direct charges					
3	Rail motors					
4	Equipment—					
	(a) Workshop charges	1,603	0.00	0.00	0.01	0.02
	(b) Direct charges					
	TOTAL REPLACEMENT & RENEWAL	10,423	0.00	0.02	0.09	0.16
	TOTAL MAINTENANCE & SUPPLY OF LOCOMOTIVE POWER	18,08,006	0.84	3.24	16.53	28.67
	Deduct—Value of stores returned to stock	14,608	0.01	0.02	0.13	0.23
	NET TOTAL	17,98,398	0.83	3.22	16.40	28.44
	Net total (excluding Rail motors)	17,98,398	0.83	3.22	16.40	28.44

No. 26 —Working Expenses—*contd.*

TABLE C

Maintenance of Carriage and Wagon Stock

REFERENCE TO ACCOUNTS		Details	Total Amount	b Per 1,000 vehicle miles run by home and foreign vehicles 51,534,679	c Per train mile 1,749,638	d Percentage of total expenditure under Abstracts A to G 63,01,887
Abstract & minor head	Sub head					
C I	1	GENERAL ADMINISTRATION. <i>Management and Control—</i>		Rs	Rs	As
		(a) Salaries— (i) Administrative and Executive Officer	23,500	0 46	0 21	0 37
		(ii) Subordinate Supervising Staff	40,241	0 78	0 37	0 64
		(iii) Office Staff	34,953	0 68	0 32	0 55
		(b) Travelling & other compensatory allowances	664	0 01	0 01	0 01
		(c) Contingent office expenses	5,532	0 11	0 05	0 09
	II	TOTAL GENERAL ADMINISTRATION	1,04,890	2 04	0 96	1 66
II	1	ORDINARY REPAIRS AND MAINTENANCE <i>Coaching Vehicles—</i>				
		(a) Running repairs	30,458	1 64	0 28	0 48
		(b) Workshop repairs— (i) Passenger carriages	2,05,128	11 02	1 88	3 25
		(ii) Other Coaching vehicles	19,838	1 07	0 18	0 32
	2	<i>Goods Vehicles—</i>				
		(a) Running repairs	61,364	1 86	0 56	0 97
		(b) Workshop repairs	1,16,252	3 53	1 06	1 84
	3	<i>Running Repairs to Foreign Ry Vehicles</i>	—936	—0 02	—0 01	—0 01
	4	<i>Equipment—</i>				
		(a) Machinery and Tools	15,130	0 29	0 14	0 24
		(b) Miscellaneous	1,149	0 02	0 01	0 02
	5	<i>New Minor Works</i>	3,567	0 07	0 03	0 06
		TOTAL ORDINARY REPAIRS AND MAINTENANCE	4,51,970	8 77	4 13	7 17
III	1	OPERATING EXPENSES <i>Inspection of running vehicles—</i>				
		(a) Examiners, cleaners, oilers, etc	32,379	0 63	0 30	0 51
		(b) Oil, grease and other stores	8,207	0 16	0 07	0 18
	2	<i>Payments to other railways—Net</i>	1,00,524	1 95	0 92	1 60
	3	<i>Miscellaneous</i>	7,833	0 15	0 07	0 12
		TOTAL OPERATING EXPENSES	1,48,943	2 89	1 36	2 36
IV	1	REPLACEMENT AND RENEWAL <i>Coaching Vehicles—</i>				
		(a) Workshop charges	316	0 02	0 00	0 01
		(b) Direct charges	7,770	0 42	0 07	0 12
	2	<i>Goods Vehicles—</i>				
		(a) Workshop charges	Nil	Nil	Nil	Nil
		(b) Direct charges	746	0 02	0 01	0 01
	3	<i>Equipment—</i>				
		(a) Workshop—Machinery	1,600	0 03	0 02	0 03
		(b) Other	Nil	Nil	Nil	Nil
		TOTAL REPLACEMENT AND RENEWAL	10,432	0 20	0 10	0 17
		TOTAL MAINTENANCE OF CARRIAGE AND WAGON STOCK	7,16,285	13 90	6 55	11 36
		<i>Deduct—Value of stores returned to stock</i>	1,599	0 03	0 01	0 03
		NET TOTAL	7,14,636	13 87	6 54	11 33

Coaching vehicle miles
Goods „ „ „

18,620,081

82,914,598

TABLE D
Maintenance and Working of Ferry Steamers and Harbours—Nil

No 26—Working Expenses.—Contd

TABLE E

Expenses of Traffic Department

REFERENCE TO ACCOUNTS	Abstract & minor head	Sub head	Details	a Total Amount	b Per train mile	c Percentage of total expenditure under Abstracts A to G
E I			GENERAL ADMINISTRATION.	Rs	As	
	1		<i>Management and Control—</i>			
			(a) Salaries—			
			(i) Traffic Manager, Deputies and Assistants	55,564	0 51	0 88
			(ii) Subordinate and Supervising Staff	61,168	0 56	0 97
			(iii) Office Staff			
			(b) Travelling and other compensatory allowances	2,561	0 02	0 04
			(c) Contingent office expenses	2,916	0 03	0 05
			TOTAL GENERAL ADMINISTRATION	1,22,209	1 12	1 94
II			ORDINARY REPAIRS AND MAINTENANCE			
	1		<i>Equipment</i>	59,668	0 55	0 95
			TOTAL ORDINARY REPAIRS AND MAINTENANCE	59,668	0 55	0 95
III			OPERATING EXPENSES			
	1		<i>Salaries, Wages and allowances—</i>			
			(a) General Operating Staff (Inspectors, Canvassers, etc)	16,323	0 15	0 26
			(b) Station Staff	3,06,609	2 80	4 86
			(c) Train Staff	63,750	0 58	1 01
			(d) Mileage and overtime of Train Staff	28,576	0 26	0 45
			(e) Travelling Ticket Examining Staff	37,367	0 84	0 59
	2		<i>Fires, lights and general stores for stations and sheds</i>	57,143	0 52	0 91
	3		<i>Lighting, water and general stores in trains</i>	60,555	0 55	0 96
	4		<i>Clothing</i>	21,676	0 20	0 34
	5		<i>Stationery, forms and tickets</i>	49,623	0 46	0 79
	6		<i>Expenses on handling, collection and delivery of goods</i>	43,685	0 40	0 69
	7		<i>Expenses at out agencies</i>			
	8		<i>Payments to other railways—Net</i>	66,514	0 61	1 06
	9		<i>Conference hire & penalty charges on interchanged stock</i>	-24,788	-0 28	-0 39
	10		<i>Compensation for goods, etc, lost or damaged Less sale proceeds of unclaimed and damaged goods</i>	3,185	0 08	0 05
	11		<i>Miscellaneous Expenses</i>	168	0 00	0 00
			TOTAL OPERATING EXPENSES	7,30,386	6 67	11 58
IV			REPLACEMENT AND RENEWAL			
	1		<i>Equipment</i>			
			TOTAL REPLACEMENT AND RENEWAL			
			TOTAL EXPENSES OF TRAFFIC DEPARTMENT	9,12,263	8 34	14 47
			<i>Deduct—Value of Stores returned to stock</i>	19,386	0 18	0 31
			NET TOTAL	8,92,877	8 16	14 16

No 26—Working Expenses—*Contd.*
 TABLE F
Expenses of General Department

REFERENCE TO ACCOUNTS		Details	a Total Amount	b Per train mile 1.749,638	c Percentage of total expenditure under Abstracts A to G 1.857
Abstract & minor head	Sub head				
F I		GENERAL ADMINISTRATION	Rs	As	
	1	<i>London Boards</i>	6,704	0 06	0 11
	2	<i>Share of Secretary of State's General Charges</i>			
	3	<i>Charges in India for Government supervision, control and audit</i>			
	4	<i>Leave allowances in England</i>	42,591	0 39	0 68
	5	<i>Indian management and control—</i>			
		(a) Agents Office	77,847	0 71	1 23
		(b) Accounts and Audit Department	1,64,160	1 50	2 60
		(c) Stores Department	88,603	0 81	1 40
		(d) Cash and Pay Department	14,606	0 13	0 23
		(e) Medical Department	16,456	0 15	0 26
		(f) Telegraph Department	64,502	0 59	1 02
		(g) Police	22,759	0 21	0 36
	6	<i>Miscellaneous expenses</i>	398	0 00	0 01
		TOTAL GENERAL ADMINISTRATION	4,98,626	4 55	7 90
II		ORDINARY REPAIRS AND MAINTENANCE			
	1	<i>Telegraphs</i>	87,096	0 80	1 38
	2	<i>Equipment</i>	4,829	0 05	0 08
		TOTAL ORDINARY REPAIRS AND MAINTENANCE	91,925	0 85	1 46
IV		REPLACEMENT AND RENEWAL			
	1	<i>Electric instruments and telephones</i>			
		TOTAL REPLACEMENT AND RENEWAL			
		TOTAL EXPENSES OF GENERAL DEPARTMENT	5,90,551	5 40	9 86
		<i>Deduct—Value of stores returned to stock</i>	1,366	0 01	0 02
		NET TOTAL	5,89,185	5 39	9 84

No. 26.—Working Expenses—*Contd.*

TABLE G.

Miscellaneous Expenses

REFERENCE TO ACCOUNTS		Details	Total Amount	Per train mile	Percentage of total expenditure under Abstracts A to G 63,04, 887
Abstract & minor head	Sub head				
G I		GENERAL ADMINISTRATION.	Rs.	As	
1	<i>Law charges (less costs recovered)</i>	1,444	0 01	0.02	
2	<i>Rents of buildings and lands</i>	35,564	0 33	0.56	
3	<i>Rates and taxes</i>				
4	<i>Contributions to Provident Institutions</i>	1,03,913	0 95	1.65	
5	<i>Gratuities</i>	37,661	0 34	0.60	
6	<i>Compensation (other than those included in E. III, 10)</i>				
7	<i>Educational grants</i>	3,613	0 03	0.06	
8	<i>Health and welfare service</i>	22,520	0 21	0.36	
9	<i>Publicity expenses</i>	1,512	0 01	0.02	
10	<i>Fire protection of railway property</i>	634	0 01	0.01	
11	<i>Expenses in connection with the I.R.C.A</i>	1,315	0 01	0.02	
12	<i>Miscellaneous contributions and grants</i>	9,162	0 08	0.15	
	TOTAL GENERAL ADMINISTRATION	..	2,17,388	1 98	3 45
III		OPERATING EXPENSES.			
1	<i>Indian charges and stores excluding fuel</i>	54,405	0 50	0.86	
2	<i>Catering Department</i>	4,273	0 04	0.07	
3	<i>Miscellaneous expenses</i>	19,541	0 18	0.31	
	TOTAL OPERATING EXPENSES		78,219	0 72	1.24
	TOTAL MISCELLANEOUS EXPENSES		2,95,557	2 70	4.69
	Deduct—Value of Stores returned to stock	..	1,693	0 02	0.03
	NET TOTAL		2,93,864	2 68	4.66

No. 26—Working Expenses—*Concl'd*

TABLE A to G

Summary.

Details	Total Amount	Percentage of Total
I General Administration	12,47,880	19 79
II Ordinary Repairs and Maintenance	19,76,625	31 85
III Operating expenses	21,38,267	33 91
IV Replacement and Renewal	10,36,766	16 45
Total	63,99,538	101 50
<i>Less</i> —value of stores returned to stock	94,651	1 50
NET TOTAL	63,04,887	100 00

No 27 Statement of Steam Coach Performance }
No 28 " " Rail Motor } Nil.
No 29 " " Electric Train Statistics }

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SECTION IV.

APPENDICES.

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SECTION IV

APPENDICES

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APPENDIX I

Statement of Staff

Item	Heading	NUMBER		
		Open Lines	Construction	Total
<i>No of servants employed</i>				
	Europeans—			
1 01	1928 29	29	1	30
1 02	1929 30	29	1	30
	Hindus—			
1 03	1928 29	5,440	356	5,796
1 04	1929 30	5,991	395	6,386
	Muslims—			
1 05	1928 29	1,829	26	1,855
1 06	1929 30	1,845	28	1,873
	Anglo Indians and Domiciled Europeans—			
1 07	1928 29	22		22
1 08	1929 30	23		23
	Other Classes—			
1 09	1928 29	67		67
1 10	1929 30	77	2	79
	Statutory Indians—			
1 11	1928 29 (1 03+1 05+1 07+1 09)	7,358	382	7,740
1 12	1929 30 (1 04+1 06+1 08+1 10) .. .	7,936	425	8,361
	Total—			
1 13	1928 29 (1 01+1 11)	7,387	383	7,770
1 14	1929 30 (1 02+1 12)	7,965	426	8,391

Number of temporary staff on open line —				
	Hindus	Muslims	Other Class	Total
1928-29	823	99	N/A	922
1929-30	1,201	161	4	1,356

APPENDIX II

Statement of cost of the Police Force and Watch and Ward Staff for the year 1929-30

Item	Heading	Amount
<i>Cost of the Police Force—</i>		
1	Contribution to local Government for Crime and Order Police ..	Rs
<i>Cost of Watch and Ward Staff—</i>		
2 01	Watchmen	20,503
2 02	Contingencies	2,256
3	Total cost to the Railway	22,759
<i>Total cost—</i>		
4 01	Per route mile ..	23 94
4 02	Per train mile ..	0 01

APPENDIX III

TABLE No. I

Number of persons reported during the year ending with the 31st March 1930, as killed or injured on the Jodhpur Railway (open line) by the movement of trains and railway vehicles exclusive of train accidents, distinguishing between passengers, Railway servants and other persons, and classifying, as far as practicable, the nature and causes of the accidents occasioning the death or injury

APPENDIX III—(Contd.)

TABLE No 2—TRAIN ACCIDENTS

Accidents to Trains, Rolling Stock and Permanent-Way, etc., reported during the year ending with the 31st March 1930, as having occurred on the Jodhpur Railway (open line) distinguishing the different classes of accidents and the number of passengers, railway servants and others killed or injured, in each class of accidents

	Accident reported to Local Government under section 83 of the Indian Railways Act, 1890 (1 of 1930)	Number	No of passengers		No of servants		Others		Total all classes	
			Other accidents	Total	Killed	Injured	Killed	Injured	Killed	Injured
1 Collisions between passenger trains or parts of passenger trains										
2 Collisions between passenger trains and goods or mineral trains engines and vehicles standing foul of the line		1		1						
3 Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed										
4 Collisions between goods and mineral trains and parts of goods or mineral trains engines and vehicles standing foul of the line										
5 Collisions between goods trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed										
6 Collisions between light engines										
7 Derailments of passenger trains—										
(a) due to trains travelling in the wrong direction through points				1	1					
(b) other causes		13		13						
8 Other derailments—										
(a) due to trains travelling in the wrong direction through points										
(b) other causes		1	7	8						
9 Accidents due to failures of engines and rolling stock—										
(a) failures of engines due to faulty design material or workmanship in the Mechanical Department—										
(i) boilers and tubes										
(To include all failures when the engine is working a train or when there is serious damage done to property, loss of life or injury, not otherwise)										
(ii) Machinery, springs, etc.—				34	34					
(To include all failures of engine on trains when the delay to trains is an hour or over. Failures when merely shunting in yards are not to be included)										
(iii) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—										
(i) boilers and tubes,					1	1				
(To include all failures when the engine is working a train or when providing to work a train or when there is serious damage done to property, loss of life or injury, not otherwise)										
Carried over		15	43	58						

TABLE No 2—TRAIN ACCIDENTS—(Concluded)

	Accidents reported to Local Government under section 83 of the Indian Railways Act, 1890 (IX of 1890)	Number		No of servants		No of Passengers		Others		Total all classes	
		Others	Total	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Brought forward		15	43	58							
9 Accidents due to failures of engines and rolling stock,—(contd)											
(2) other causes											
(To include all failures of engine on trains or when providing to work a train when the delay to trains is an hour or over Failures when merely standing in yards are not to be included)											
(c) the failure of tyres											
(d) the failure of wheels											
(e) the failure of axles,											
(f) the failure of brake apparatus,											
(g) the failure of couplings											
10 Accidents due to failure of permanent way, etc—		94	94								
(a) broken rails											
(b) the failure of tunnels, bridges, viaducts, culverts, etc											
(c) the flooding of portions of permanent-way		17	17								
(d) slips in cuttings or embankments											
11 Accidents due to fire—											
(a) fire in trains		2	2								
(b) fire at stations, or involving injury to bridges or viaducts,											
12 Other accidents —											
(a) passenger trains travelling in the wrong direction through points but not derailed			6	6							
(b) Trains running over cattle on the line			177	177							
(c) Trains running over obstructions on the line (other than those at level crossings)		2	4	6							
(d) Trains running (over obstructions or vehicles) at level crossings											
(e) Train wrecking or attempted train wreck ing		2	2								
(f) Miscellaneous											
	TOTAL	38	264	802							

TABLE No 3

Return of persons (a) reported during the year ending with the 31st March 1930, as having been killed or injured on the Jodhpur Railway by accidents in which the movement of vehicles used exclusively upon railways was not concerned

	NUMBER OF PASSENGERS		NUMBER OF SERVANTS		OTHERS		TOTAL ALL CLASSES	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1 While ascending or descending steps at stations								
2 By being struck by barrows, by falling over packages, etc, on platform								
3 From falling off platforms								
4 Whilst loading, unloading or sheeting wagons								
5 Whilst moving or carrying goods at stations, etc								
6 Whilst working at cranes or capstans								
7 By the falling of wagon doors, lamps, bales of goods, etc							1	1
8 From falling off, or when getting on or off, stationary engines or vehicles								
9 From falling off platforms, ladders, scaffolds, etc								
10 By stumbling whilst walking on the line or platforms								
11 Whilst attending to stationary engines in sheds								
12 By being trampled on or kicked by horses								
13 Whilst working on the line or in sidings								
14 Miscellaneous								
TOTAL							1	1

TABLE No 4

Return of accidents occurring during the year ending with the 31st March 1930 on the Jodhpur Railway

Nil.

APPENDIX III —(Concluded)

TABLE No 5

Accidents to Railway servants caused by the movement of Trains and Railway vehicles exclusive of Train Accidents classified in respect of primary causes during the year ending with 31st March 1930, on the Jodhpur Railway

Cause	MOVEMENT CASES			
	Killed	Percentage	Injured	Percentage
1 Misadventure or accidental	4	100 00	2	100 00
2 Want of caution or misconduct on the part of the injured person				
3 Want of caution or breach of rules, etc, on the part of servants other than the persons injured				
4 Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working				
5 Defective apparatus, appliances, etc, or want of sufficient appliances, safeguards, etc				
TOTAL	4	100 00	2	100 00

APPENDIX IV

Details of working of Collieries owned by State or by Railway Companies during the year ending 31st March 1930

Nil.

APPENDIX V.

Statement of rolling stock fitted with automatic brakes, vehicles lighted with gas or electricity and lower class carriages provided with latrine accommodation on the 31st March 1930.

RESIDENCE

Item	Heading	Number or percentage
1	Railway system	Jodhpur Railway
2	Gauge	Metre gauge 3' 6 ^{1/2}
	<i>Locomotives—</i>	
3 01	Total number on the line	108
3 02	Number fitted with automatic brakes	62
3 03	Percentage of total	57 4
	<i>Coaching vehicles (including brake vans used exclusively on passenger service)—</i>	
4 01	Total number	272
4 02	Number braked	224
4 03	Percentage of total	82 3
4 04	Number piped	6
4 05	Percentage of total	2 21
	<i>Goods vehicles (including brake van used indiscriminately on passenger, mixed or goods service but excluding cranes and their dummy trucks)—</i>	
5 01	Total number	2,519*
5 02	Number braked	
5 03	Percentage of total	
5 04	Number piped	
5 05	Percentage of total	
	<i>Passenger vehicles—</i>	
6 01	Total number on the line	236
6 02	Number fitted for lighting with gas	
6 03	Percentage of total	
6 04	Number fitted for lighting with electricity	236
6 05	Percentage of total	100%
	<i>Lower class carriages provided with latrine accommodation—</i>	
	<i>Intermediate class—</i>	
7 01	Total number	13
7 02	Number provided with latrine accommodation	13
7 03	Percentage of total	100%
	<i>Third class—</i>	
7 04	Total number	97
7 05	Number provided with latrine accommodation	97
7 06	Percentage of total	100%
	<i>Composites containing intermediate or third class accommodation—</i>	
7 07	Total number	88
7 08	Number provided with latrine accommodation	88
7 09	Percentage of total	100%
7 10	Total number of lower class carriages	198
7 11	Number provided with latrine accommodation	198
7 12	Percentage of total number	100%

* Excludes departmental stock

